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COURT SECRETS.

THE MEMOIRS OF SIR ALMERIC FITZROY.

The *Memoirs of Sir Almeric Fitzroy*, ex-Clerk of the Privy Council, published recently, contain a number of stories of Royalty, and the author shows little reticence in his description of incidents connected with the Court.

King Edward's political views are reflected in a conversation Sir Almeric had with Lord Balfour of Burleigh:—

He gave me the actual account of what passed (at the Opera House) when the King protested he would never consent to the taxation of the food of the poor. The discussion started on the Motor Bill, in connection with which the King said, "You must tax them; I am all in favour of taxing the rich," on which Balfour said: "You Majesty does not approve taxing the food of the poor?" "No," replied the King, "and I do not care who knows it!" On which the Duke (of Devonshire) turned to Lord Balfour and said, "We must really get this man on the stump!"

KING EDWARD'S PRECEDENT.

King Edward's attendance at the Requiem Mass in February 1903 for the King of Portugal excited Protestant and other protests:—

The Bishop of Stepney met the Prince of Wales and took occasion to express his regret, mentioning that to find a precedent for an English King attending a state ceremonial of the Roman Church it would be necessary to go back to James II. The Prince of Wales replied with some sharpness, "And a very good precedent too!" Upon which the bishop said demurely, "No doubt your Royal Highness is familiar with your history and remembers that the consequences to the King and his family were not so good."

A WARSHIP'S NAME.

Here is a story about King George's resolve not to allow one of his battleships to possess a revolutionary name.

The King has found firm foothold from which to administer a rebuff to a self-willed Minister. It was proposed to give one of the new battleships the name of *Oliver Cromwell*, and, although Winston Churchill devoted himself to arguing the point at great length, his Majesty was obdurate, and the Protector will not appear in the muster-roll of naval fame. The King's objection was perhaps natural enough, even if such prejudices have little actuality to many at the present day, but H.M.S. *Oliver Cromwell* would have read somewhat strangely, and it is better avoided.

The present King's attitude to politicians and his Ministers is clearly explained.

The King's perfect constitutional propriety has never been in question: if Lord Lansdowne and Mr. Bonar Law have sought to draw him, they met with no encouragement for the doctrines put forward by certain Unionist publicists. On the other hand, it would be equally wrong to assume that he takes his orders from the Prime Minister. An incident that attended the close of yesterday's Cabinet is not without instruction on this point. As they were about to disperse, Harcourt said he was going to have a tooth out, upon which Asquith remarked that he was in a similar plight, for he was going to see the King.

THE KING AND MR. BRYAN.

A very indiscreet story is that which relates to the King's fear in 1912 lest the late Mr. Bryan should be appointed to England as Ambassador of the United States.

Lord Morley found the King very disturbed lest the new President of the United States should send Mr. Bryan as Ambassador to this Court, and it was agreed that Bryce should unofficially be dropped a hint that such an appointment would be unacceptable. Lord Morley thinks very little of Bryan, seeing that, upon three weeks' acquaintance with India, he presumed to tell him, when Secretary of State, how to govern the country.

King George's strong personal opinions are revealed by several anecdotes. At a Council for "picking" the sheriffs in 1914.

The Lord President found his Majesty annoyed with the Admiralty for not having let him know till Saturday evening anything about their intention to create a new grade of "Lieut.-Commanders." The King informed Lord Morley that he had written very forcibly to the First Lord and Prince Louis of Battenberg condemning their neglect.

THE PRINCE'S COMPASSION.

There is a moving story of the Prince of Wales, which, although not new, is worth reproducing in Sir Almeric's own words. On May 1st, 1923, the diarist notes:—

A very remarkable story is told me of an act of mercy performed at his own inspiration by the Prince of Wales while in Belgium this week. One of his tasks was to visit a hospital for the special treatment of English soldiers suffering from facial disfigurement, the greatest difficulty of which is the extreme sensitiveness of the victims to any suspicion of curiosity or recoil on the part of a visitor.

(Continued on next Column).

CLEANING TENNIS CLOTHES.

HOW TO AVERT DISASTER.

There comes a time when the freshness of a white tennis kit requires to be renewed. Very careful washing can reproduce the effect of a new garment; at the same time careless washing can cause absolute disaster. It is important therefore that a knowledge and clear understanding of the texture of the material should be grasped before tackling the washing of flannels. There is a natural fat in a woollen thread (unlike a cotton thread in this respect) which it is necessary to retain in order to keep the softness of the fibre.

An excess of alkali in soap and very hot water will destroy the fat and cause harshness of wool and shrinkage of material, and so it is the aim in washing to preserve this softness by supplying additional fat. The rinsing should be done in a clean soapy lather, and in a second rinsing use still a very little soap lather. The garment can then be passed through the wringer to remove as much moisture as possible, well shaken to raise up the fluffy surface, and finally hung out to dry.

The drying process is important if you are to retain the correct shape of the garment, whether jumper, sweater, or skirt. No undue weight should be put on any one part. Thus it is better not to hang anything by the neck or shoulders, but in equal amounts resting each side of the line or clothes horse. When using the horse it is better to open out two folds and rest across the top of each, having previously laid a clean towel under the woollen article. This is to be preferred to a clothes line. On a sunny day, the Shetland and thin woollens can be laid in the grass and turned over occasionally. From time to time they require to be pulled into shape—particularly Shetlands, which have a tendency to stretch lengthways. These should, therefore, be pulled across the width.

The finishing touches can be supplied with a warm iron, and after a thorough airing the tennis kit is again presentable for the courts.

If by any chance green grass marks should have stained for flannel and are not removed after washing, steep them in a little Sanitas for a few minutes, when the stain will quickly disappear.

NORE LIGHTSHIP MOVED.

AFTER 193 YEARS.

The *Nore Lightship*, which provided the first light in the Thames, and had been moored in the same spot for 193 years, has been towed two miles farther out to sea owing to shifting sands. She is now anchored at the mouth of the Yantlet Channel, pointing the way to a direct course up the Medway.

The lightship is one of the best known round the coast and has greeted millions of tons of London-bound shipping. Thousands of people visit her annually in pleasure boats.

During the war German aeroplanes tried to drop bombs on her but succeeded only in hitting small craft lying alongside. In the new position her light will still be seen from the Southend Pier extension, but not from the town.

Her crew of six is changed monthly, but they get their letters daily from the Trinity House boat.

He was at once taken to the patient's room, went straight up to the man, and kissed him.

Surely (adds Sir Almeric) an act of compassion entitled to live in history with Philip Sidney's cup of water on the field of Zutphen. He who can so bear himself in the dread presence of extreme misery must have a genius for pity.

MR. LLOYD GEORGE.

A criticism of Mr. Lloyd George is contained in the following extract, dated June 24th, 1914:—

Lloyd George seems never to be at a loss for expedients to humiliate the Government of which he is a member. Sir Almeric, in December, 1916, writes that Mr. Lloyd George

has the mentality characteristic of his countrymen, an inexactitude, which is quite outside the control of his will. A fact with him is nothing static, no matter of definite shape or precise limits, but something fluid, like quicksilver, which under pressure of circumstances may take any form you like to give it.

In 1912 he noted, apropos the women's suffrage trouble, that

Lord Morley confirmed all I have heard of Asquith's indolence in striking a difficultly confident in his ability to furnish at least some provisional solution when the situation created by neglect threatens to get out of hand. He attributed much of his weakness as Prime Minister to the lawyer's habit of throwing aside everything when he has disposed of his brief, charging his clerk not to trouble him with any more briefs.

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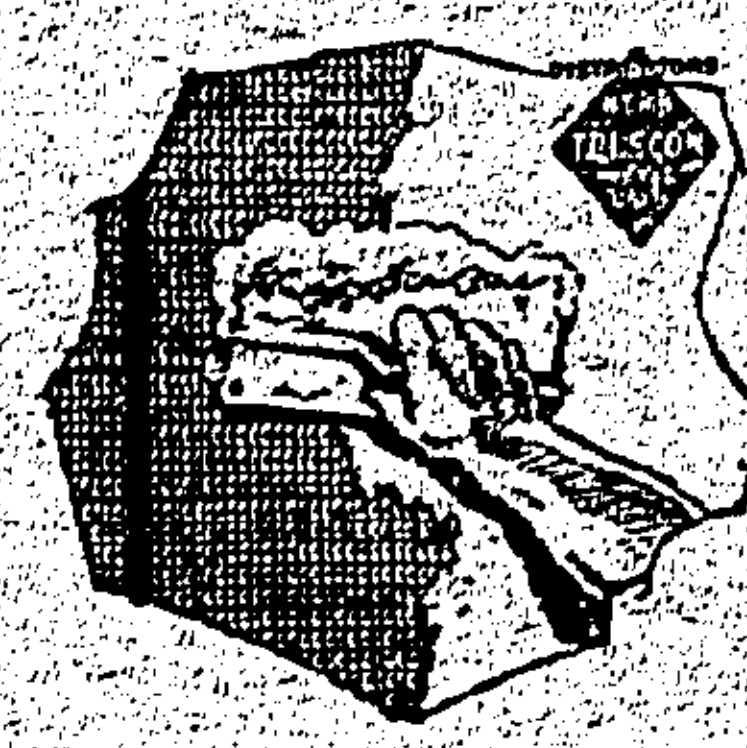
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LOCAL SPORT.

V.R.C.

ANNUAL AQUATIC SPORTS.

The following heats were decided at the Victoria Recreation Club last evening in connection with the annual aquatic sports which commence this afternoon.

440 yards championship of the Colony (open).—1st heat: 1. D. Lyon; 2. C. J. Cooke. Time: 5 mins. 5.2 secs. 2nd heat: 1. A. F. May; 2. E. A. Brodie. Time: 5 mins. 5.1 secs.

100 yards breast stroke championship of the Colony.—1st heat: 1. Wan Kwong Ting; 2. Corpl. Lister. Time: 82.3 secs. 2nd heat: 1. Leung Tit San; 2. B. Rasmussen. Time: 83 secs.

As one of the entrants for the 100 yards back stroke championship of the Colony dropped out, heats were made unnecessary in this event.

The first and second in each heat will swim in the final.

WATER POLO.

In the Water Polo League yesterday evening, the V.R.C. "D" beat the East Surrey Regt. by 9 goals to one.

In a second game, the K.B.S.F.P.A. "B" drew with H.M.S. *Hermes*, the score being 3-3.

Next week's games in the League are as under:—

Monday.—H.K. Electric v. H.M.S. *Carlingford*; East Surrey Regt. v. V.R.C. "A".

Tuesday.—K.B.S.F.P.A. "B" v. K.B.S.F.P.A. "A"; H.M.S. *Ambrose* v. V.R.C. "B".

Thursday.—East Surrey Regt. v. H.K. Electric; K.B.S.F.P.A. "B" v. H.M.S. *Carlingford*.

BOWLS.

The draw for the semi-finals of the Jipey Cup competition, and the Championship of Paris and Singles has been made as under:—

BINK COMPETITION.

Kowloon Bowling Green Club v. Civil Service C.C., on the Kowloon Cricket Club green.

Kowloon Dock Recreation Club v. Kowloon Cricket Club, on the Police green.

The matches have to be played on Saturday, October 3rd, starting at 3.30 p.m.

PAIRS COMPETITION.

Taikoo R.C. v. East Point R.C. on the Police green.

Police R.C. v. Craigengower C.C. on the Civil Service green.

The matches have to be played by Tuesday, October 6th.

SINGLES CHAMPIONSHIP.

Civil Service C.C. v. Taikoo R.C. on Police green.

Royal Hongkong Yacht Club v. Kowloon C.C. ground.

Matches have to be completed by Tuesday, October 6th.

GARRISON TENNIS LEAGUE.

Results of matches played week-ending, September 28th:—"A" Co., East Surrey Regt. beat "B" Co., East Surrey Regt. by 57 to 42; "A" Co., East Surrey Regt. defeated "D" Co., East Surrey Regt. and R.A.M.C. to R.A.S.C.

Garrison Tennis Doubles Championship: The first round will be played on Monday, October 5th.

TENNIS.

VOLUNTEERS v. R.A. OFFICERS.

The Hongkong Volunteer Defence Corps defeated the Royal Artillery Officers on the R.A. courts during the week-end by 78 games to 68.

Play was by nine games between each pair.

The H.K.V.D.C. team was:—

Pte. D. B. Gwyler (Armoured Cars) and Pte. G. B. Bayes (Reserve); Corpl. H. Owen Hughes (Infantry Co.); Lieut. C. Wilson (Artillery Co.); and Sgt. N. L. H. Raiton (Artillery Co.); 2/Lieut. E. J. R. Mitchell (Infantry Co.) and Pte. H. J. Armstrong (Infantry Co.).

HOCKEY.

H.C.C. TRIAL MATCH.

A trial match was played on Monday on the Marina Ground, Kowloon, between two teams of the Hongkong Hockey Club. The Whites, captained by J. Longmire, won by 3 goals to 1.

SLAVERY AMONG MONGOLS.

"BANNED" BY MARSHAL FENG.

A Khlgan despatch states that Marshal Feng Yu-hsiang who has recently introduced many reforms into the civil administration of both Chahar and Suiyuan, has just issued an important order instructing the Tutungs of these two Special Administrative Areas to abolish slavery among the Mongolians. The order reads as follows:—

"China has come into existence as a nation for more than five thousand years. From a mere clan she first became a monarchy. From a monarchy she has now become a republic. As mankind is bound to improve, the forms of government of a country must be changed from time to time.

"At a time when the country was in its stage of savagery one man could oppress the other by physical force. Under the despotic Government there are also many castes in different walks of life. All princes and dukes assume a good deal of false dignity while the common people are looked upon as slaves. During the time when the Manchus ruled in China all the Manchus officials called themselves slaves before the emperor. This was indeed a laughing-stock to peoples at home and abroad. But the Revolution of 1911 has overthrown this despotic form of government, and established a Republican government in its stead. Castes were abolished. All have become equal before the law. Chinese, Manchus, Mongolians, Mohammedans, and Tibetans are now members of one family with no distinctions for their racial differences. Citizens are masters, and officials are public servants of the country. It is surely against the law to treat one's fellow-citizens as slaves.

"When I, the Director-General, was recently making an inspection tour throughout the Northwest I was surprised to witness that all the Mongolian princes and other nobles still practice what they did under the Manchu régime. All those who wait upon them are called and treated as slaves. When a servant hands something to his or her master, he or she must kneel down and kowtow. And when a master becomes displeased with his servant he can horsewhip him or her as he likes. In fact they have assumed too much dignity for themselves, and looked upon their fellow-citizens too low. Their mistreatment of the servants is truly against humanity, and also the principle for which a republic stands. The Tutungs of Chahar and Suiyuan are hereby instructed to put a stop to this form of slavery partly through admonition and partly through prohibition in order to effect the eventual emancipation of all people. Feng Yu-hsiang."—*N. C. Standard*.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient of Saigon in their report dated September 22nd, state:—

Although our market is very quiet, the prices have become firmer on account of the scarcity of paddy supply for the medium grade. Some sales of rice and broken have been made to Java, but the demand continues to be very poor. The total amount of rice exported from 1st to September 15th, 1925 is 1,109,539,083 tons against 907,844,847 in 1924.

We quote to-day white Saigon rice No. 1 25 per cent. broken round grain, per picul of 134 lbs. f.o.b. Saigon, Hongkong \$6.30, 20.12.2, yen 9.50.

White Saigon rice No. 8 sifted, Japan quality: Hongkong 6.29, 20.12.7, yen 9.05.

DANGEROUS FLYING.

FIRST SUMMONS FOR MODERN OFFENCE.

John Joseph Flynn, an ex-R.A.F. officer, was summoned at the Liverpool County Petty Sessions recently for flying an aeroplane over the Aintree race-course on July 23rd to the danger of the people frequenting the racecourse.

The police evidence was to the effect that the defendant's plane encircled the course at such a low altitude as to endanger the people there, and also that danger in the paddock were started. It was given in evidence by the police officers that the plane only just cleared the top of the country by a few feet, and that had there been any accident to the engine the plane must have come down on the crowd.

For the defence several expert aviators who witnessed the flight said that never at any time was the minimum height less than 100 feet, and that when the plane passed over the stand it was not less than 250 feet above it.

During the course of the evidence one of the witnesses connected with the defendant's firm said he suspended flights over the course at the request of Lord Derby, who sent a police inspector to him.

Superintendent Sharrman, who prosecuted for the police said Lord Derby had nothing whatever to do with the case, and that he, as a police officer, submitted the facts to the Air Ministry, who had authorised the proceedings.

It was stated that under the particular section of the order the defendant was liable to six months' imprisonment and a fine of £100. The Bench imposed a fine of £10 with the alternative of 30 days' imprisonment.

SPORT IN ARGENTINA.

THINGS THE PRINCE SAW.

[BY A RETURNED ENGLISHMAN.]

In Argentina the Prince of Wales found plenty of opportunity to indulge his love for sport.

The British community has a splendid country club at Hurlingham, just outside Buenos Aires. Here are a golf course, two racquet courts, lawn tennis, and polo.

Polo in Argentina, as the Prince probably discovered during his recent game, is of a higher standard than anywhere else in the world, excepting, perhaps, Meadowbrook, in the United States. Mr. Lewis Lacey, a British resident in Buenos Aires, and Mr. Milburn, of New York, are the greatest living exponents of the game.

In the last few years the Argentines have taken keenly to golf. I have played over several of their courses at St. Andrea, Palermo, and La Plata. The courses are of good inland class. As in other parts of the world the *chico* (caddie) seldom knows where the *pelota* (ball) has gone.

The young Argentine *distinguido* (young man of good family) is not, as some suppose, only expert at dancing the tango. He takes a keen interest in games and has of late interested himself in boxing, and is as ready to answer an insult with a straight left as he was formerly with an automatic. The unwritten law governing the conduct of a *caballero*—that he must not strike another with his fists—has died out.

However, though the Prince got some polo and golf, the sporting life that must surely have fascinated him most was that on the *estancias*, or big ranches. No one fond of everything to do with horses, as our Prince is, could fail to be thrilled by the riding displays and races on the great cattle ranches of South America.

BORN HORSEMEN.

Here the horse reigns supreme and in prodigious numbers. On one *estancia* where I stayed my host had 500 horses, nearly all available for working cattle. Most *peons* (cowboys) have their own horses, which they ride only on Sundays and holidays and which are grazed at their employers' expense. The *peon* is the lineal descendant of the *gaucho*, who in his turn is descended from the tribes of riding Indians that never knew saddle or bridle when they rode their wild horses across the plains. It is literally true, therefore, that the Argentine cowboy is a born horseman.

A cowboy who has the real old *gaucho* strain in him will climb the corral and hang swinging by the crossbar over the open gate. The horses will be driven at full gallop beneath him on to the plain, and he will suddenly drop quietly down as it gallops beneath him, and with only a raw-hide whip in his hand, ride it bareback across the plain.

A "camp" race meeting is great fun, and the merits of the horses are discussed for days. Indeed, horses and charming ladies are the great topics of conversation in South America.

BARE-BACK RACING.

A "camp" race is usually ridden far-back, over five or six furlongs. All depends on the start, which is by mutual consent decided by the two riders. They come galloping up to the starting point together; one cries "Shall we go!" and the other, if satisfied, answers the Spanish equivalent of "Let's."

More often he is not satisfied and jockeying for position goes on for a long time. Usually a time limit of half an hour is imposed, after which the stewards of the meeting declare the race off.

Very interesting, too, is a morning's *potro* (wild-horse) taming. The process seems to me a rough-and-ready business which cannot be very good for the spirit of the horse but is certainly effective.

There is no big game in Argentina except the puma, a little mountain lion found on the Andean slopes. But there are plenty of partridges and pheasants. These are sometimes put up by a long chain drawn by two horses through the grass, the guns walking behind the chain.

The *dorado* is a very fine fighting fish having many of the characteristics of the salmon, and can be found in a good many rivers. There is some capital *dorado* water above the Santa Maria Falls in Misiones.

"He, as a Scot, could not possibly exaggerate what faith his people had in the benefits of education; Scotsmen were what they were because they had got a little ahead of some other countries in the matter of education." That was one of the notable sentences delivered by Sir Robert at a Vacation Course. He added that John Knox never realised the result which could be produced by his system of planting in every place in Scotland schools compulsorily supported by the revenue of the land. To that fact more than to some gift of character or resoluteness of will Scotsmen owed the part which some had played in the world of thought and action. To-day there were Aberdonians who could speak almost pure Latin with an Aberdonian accent. There was no other country in which Latin was used by the humble and simple folk.

AN ACTOR'S MEMORIES.

MR. OWEN NARES RELATES MANY PLEASANT EXPERIENCES.

Mr. Owen Nares has written a little book, the pleasant reminiscences of an actor whose lines have run in pleasant places. He came to his profession unusually well-introduced, the great grandson of a Dean of St. David's, and on the spindle-side inheriting from the theatre. He does well to be proud of his maternal grandfather, William Beverley, of Drury Lane, whose career as scene painter and water-colour artist will repay still further research. This theatrical strain in him would out, and was fostered by his mother, and so by way of a companionable course at Miss Rosini Filippi's, in W. Back Street and Maiden Lane, young Mr. Nares walked on at the Haymarket just 17 years ago.

One guinea a week was the salary. From a rise to a tour at £2 10s. 6d., there was a descent to the guinea again. The budding "lead" felt some nips of fortune, including a spell of grave illness and a later breakdown with a miraculous pick-me-up at Yarmouth. But mainly he had the luck he modestly acknowledges, while keeping silent about the talent that could command it.

UNDER TWO DOMES.

Of the "Others" whom Mr. Nares recalls are the two contrasting personalities with whom he worked under the Domes in St. James's Street and at His Majesty's. The portraits of George Alexander and Berthold Tree are extremely well done, and the comfort and method of the one house, the picturesque disorder at the other, are brought vividly before our eyes. Each in its own way was an example of the grand style. With George Alexander, Mr. Nares acted in "Old Heidelberg," his belief in which piece, so recently found by others dated, he reiterates with much emphasis of admiration. The Prince, Carl Heinrich, he speaks of as one of the finest parts created in this generation, referring particularly to his return in the last act to revisit the careless scenes of his youth, and finding himself treated with the frigid respect due to his rank. One of Mr. Nares's best reminiscences is of George Alexander in this rôle.

It was a simple scene, in which Sir George sat at the far end of the long table nearest the footlights with his back almost turned to the audience, facing upstage towards us as we sat looking at him, with every night and for many nights, as G.A. sat there, great tears welled up in his eyes and rolled unheeded down his cheeks, sometimes even dropping to the boards at his feet. Real tears, the tears of a man whose heart has been turned to dust and ashes, who has tasted the desperately bitter draught that can be found in the cup of life, we saw those tears, and, speaking for myself, I know they had a most moving effect on me. They may have been a trick, but I prefer to think that the marvellously moving heart pathos of the scene—scarcely ever equalled in any other play I know—caused genuine emotion in the actor's mind, which could not be gained and which even familiarity could not blunt.

CURIOUS SIDELIGHTS.

There are many sidelights in these pages on the acting life and relationship. It is curious, for example, to hear that Mr. Nares, although for over a year he played a part in "Milestones" that brought him into the last act only, never saw the play from the front. For one thing, he fitted it in with other work earlier in the evening—a practice he defends, citing incidentally a remarkable feat of Mr. Donald Calthrop, who started the evening by walking on in the first act of "The Beloved Vagabond" at His Majesty's; then he dashed over to the Comedy, where he was seen as a Messenger Boy in the second act of "Angela"; from there he fled to the Duke of York's, where he played a Midshipman in the third act of "The Admirable Crichton," winding up at the Adelphi, where he had a tiny part in the last act of "Mrs. Wiggs of the Cabbage Patch."

"Myself and Some Others"—Pure Egoism. By Owen Nares. Duckworth: 3s. 6d. net.

WISE DOGS OF BORNEO.

At a country house at Home a traveller's tale has had a reception that somewhat resembled a fusillade. Yet it was a perfectly straightforward narrative of ordinary animal intelligence told by an old naval officer of unblemished character. What is more, he told it as a matter of his own personal experience and eye-witness. It amounted to this—that the dogs in Borneo, knowing the partiality of alligators for their species, always cross the rivers in packs; that they foregather at the shallowest part and bark and bark till all the alligators in the neighbourhood have gathered, hungrily round; and that the dogs then race two hundred yards up-stream and swim across in safety. That was all; nothing more than that. And yet there were those who would not believe it.

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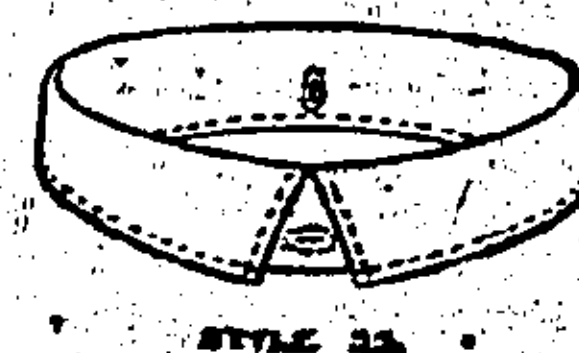
1st DECEMBER, 1925

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JAEGER SILK and WOOL UNDERWEAR AT ATTRACTIVE PRICES.

This week we are offering a range of Jaeger Silk and Wool Underwear, in a few sizes, at specially "reduced prices."

VESTS with short sleeves and TRUNK DRAWERS in cream colour only, very soft and cosy to wear, thin yet chill-proof and warranted unshrinkable. The original value of this quality was \$12.50 a garment.

THIS WEEK'S PRICES:
Vests or Drawers \$7.00 each.
Three Garments for \$20.00.

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PHONE C. 29.

DAIRY FARM NEWS.

CREDIT SALES.

We are pleased to announce that Credit Sales will be resumed at the Company's Depot and Branches from 1st OCTOBER. New Pass Books are now ready and may be had on application. As separate books for the Butchery and Dairy Departments are henceforth to be used Customers dealing with both Departments are requested to apply for two books.

All applications to be made on the form provided at the end of the pass book and the old book or books returned to the Company.

No goods will be supplied "on credit" against old pass books after the 1st October.

ICE PRICES.

From 1st OCTOBER the retail price of ice at our Peak and Hung Hom Branches will be reduced to 1½ cents per lb.
THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S PURE WOOL WITNEY BLANKETS. NEW SEASON'S SHIPMENTS JUST ARRIVED.

REAL WITNEY BLANKETS



EVERY PAIR GUARANTEED

SINGLE BED SIZES AT \$18.95, 19.75, 23.50, 28.50 & 52.50 PAIR.
DOUBLE BED SIZES AT \$29.50, \$35.50, 39.50 & 79.50 PAIR.
CUT BLANKETS \$9.95 PAIR.

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MILITARY CAPTAIN'S TRIAL. FOUND GUILTY OF ALCOHOLIC INDULGENCE.

A General Court Martial was held at the Command Reference Library (Military Headquarters) yesterday, when Capt. Eric Sutton Dickin, Army Dental Corps, was charged with having been unfitted for the carrying out of his duties on September 2nd owing to previous alcoholic indulgence.

The Court was composed as under:—President, Colonel C. Russell Brown, D.S.O., R.E.; Members: Lieut.-Colonel F. S. Montague-Bates, C.B., C.M.G., D.S.O. (1st Bn., the East Surrey Regiment), Lieut.-Colonel G. F. S. Tukey, D.S.O., R.A., Lieut.-Colonel E. E. P. Macintosh, D.S.O., R.E., Major W. P. A. Hattersley-Smith, D.S.O., R.A., and Major F. G. Hyland, M.C., R.E.

The Judge Advocate was Major R. S. S. Paton, 1st Bn., the East Surrey Regiment, and Capt. C. J. F. Bensley, R.A., was Prosecutor.

Mr. L. D. Turner defended.

Mr. Turner objected to the charge as written and quoted "by reason of previous indulgence." The defence had to face the inability of defining previous indulgence and it was not known what evidence had to be rebutted. He was, therefore, considerably hampered.

The matter was considered by the Court, who finally disallowed the objection.

The Prosecutor said that he would prove that accused was unfit for duty and had to be admitted to hospital suffering from alcoholic poisoning.

R.A.M.S. COLONEL'S EVIDENCE.

Lieut.-Colonel F. G. Fitzgerald, D.S.O., R.A.M.C., said that on the morning of September 2nd he visited the Military Hospital, Bowen Road, where the accused was supposed to be on duty. Capt. Dickin arrived later, and appeared to be in a very dazed condition. He was examined and his tongue was found to be thickly coated and tremulous. Both hands showed marked trembling and both knee jerks were absent. The cerebration was very slow. Accused's breath smelt strongly of alcohol. Witness did not consider him in a fit state to carry out his dental duties. He, therefore, immediately put him under open arrest and had him admitted to hospital.

Examined by the Prosecutor, witness said that he had known accused for over 2½ years and during that time was his commanding officer. They had come out together on the same ship and he there noticed that accused was partial to alcohol, and spent most of his time in the bar. On service he had occasion twice or thrice to have accused before him when witness warned him of the seriousness of over indulgence in alcohol.

"APPEALED FOR A TRANSFER."

Continuing, witness said that on one occasion he brought him before General Fowler (the then G.O.C.) who warned Capt. Dickin seriously. Capt. Dickin then asked to be transferred from Hongkong, stating that he found it difficult to give up drinking. General Fowler told him that he was unable to comply with his request. Before Capt. Dickin left the office he said to the General: "I will try to take a pull on myself."

Cross-examined by Mr. Turner, witness said that throughout the examination at the hospital on September 2nd, Major Lewis was present. Asked to explain how he concluded that "Capt. Dickin was dazed," he said that accused's eyes were bloodshot, and he looked like a man who had had a shock. Further questioned witness said that he had never examined Capt. Dickin before.

Witness would not agree that the knee jerks were absent in cases of neuritis, nor had he ever found that the jerks were accentuated by chronic alcoholism. Neither would he agree that neuritis would cause the hands to tremble, but said that it might make a sufferer uncertain in his gait. He held that the symptoms he had diagnosed were compatible only with chronic alcoholic poisoning.

Mr. Turner: At the time of the examination did you know that accused had been only thirteen days out of hospital, where he had been confined for six weeks?—Yes.

Mr. Turner: Did you know that for 22 days of that six months the diagnosis had been influenza and neuritis?—Yes, I am fully aware of that. It was I who ordered the diagnosis to be changed to alcoholic neuritis. I ordered it on the medical evidence I had received.

Replying to a further question, witness said he had never heard of neuritis consequent upon influenza.

ON BOARD SHIP.

Mr. Turner: You say that accused on board ship spent most of his time in the bar and drank far too much. Did you often see him there?—I saw him there frequently.

If that is so you must have also spent most of your time in the bar on board ship?—I was a considerable time in the bar for each day I did some reading and played cards there.

How could you say then that accused was drinking too much?—He was often drunk.

Did you count his drinks?—No.

The President remarked that senior officers should be credited with judgment.

Major R. R. Lewis, R.A.M.C., in charge of the Military Hospital, said he was with the last witness at the hospital on September 2nd. When accused arrived his Commanding Officer examined him and said that he was unfit for duty owing to previous indulgence in alcohol. Witness said that the symptoms were compatible with chronic alcoholic poisoning.

Cross-examined by Mr. Turner, witness said that he had stated at the time that it was possible that accused's condition might be due to his long illness when he was confined for six weeks in hospital.

Major H. R. Edward, R.A.M.C., said he saw accused on September 2nd at about 1 p.m. and carefully examined him. He found the symptoms compatible with alcoholic poisoning.

Cross-examined witness said he well knew the habits of accused before he examined him. The senior medical officer had also informed him of his condition, and they had discussed it. He said further that he had previously diagnosed his condition as suffering from influenza. Witness replying to another question said he had never heard neuritis following influenza.

ACCUSED'S HABITS.

Capt. R. F. S. Walker, M.C., R.A.M.C., said that he had known accused for 2½ years and knew of his habits with regard to alcohol. He had lived with him in the Peak Hotel and he had often seen him in the Hongkong Club. He had also seen him in hospital.

PLEA FOR LENIENCY.

Mr. Turner, addressing the Court, said that they would no doubt take into account the objection which he had raised at the commencement of the proceedings, which they had disallowed. Col. Fitzgerald had told the Court of the accused's drinking on the steamer, when he was a private passenger on a P. & O. boat and witness was not his Commanding Officer. Continuing, he said that the evidence in the case seemed somewhat dark, but at the same time there was a small measure of doubt as to the condition of the accused on the morning of September 2nd. Could it not have been the result of his previous illness? Capt. Dickin had been in hospital for one day out of every ten since he had been in Hongkong. He had suffered from malaria, neuritis, and influenza. Malaria and influenza were not caused by drink. On the morning of September 2nd he did not know that he would subsequently be in the position in which he now found himself. He was not warned in any way and he was, therefore, unable to secure a medical examination which was unbiased. When his hospital record was considered it was natural that to do his duty he should need some stimulant, and once begun it was natural to take it excessively occasionally. They had the assertion of Col. Fitzgerald that accused had asked to be transferred from the Colony. Accused at the end of April next had a £1,000 gratuity due when he would leave the Army. Continuing, he said that if he was cashiered, not only would his name be tarnished and the Dental Association possibly erase his name from its register, but the Court would fine him £1,000. He appealed to the Court to consider all these things.

Accused was found guilty and the sentence of the Court will be promulgated in due course.

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CORRESPONDENCE.

V.R.C. ANNUAL AQUATIC SPORT.

CHINESE LADIES RACE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I note in your issue of this morning an offer by T.K.H. of prizes for a Chinese Ladies Race. On behalf of my Committee I have much pleasure in accepting his offer and my Committee will have pleasure in including in the programme for Saturday, October 3rd, a Breast Stroke Race for Chinese Ladies—distance 50 yards—I shall esteem it a favour if you will communicate same to your correspondent.—Yours faithfully,

R. C. WITCHELL.

P.S.—Entries should be in by Friday at 6 p.m.—R.C.W.
Hongkong, September 29th, 1925.

SIXTH EXTRA MEETING.

HANDICAPS FOR NEXT TWO DAYS' H.K.J.C. MEETING.

Below will be found the handicaps allotted by the official handicapper for the sixth extra race meeting of the season on October 10th and 11th which will be dealt with later by "Argus."—

Reading Handicap "B" Class—Six Furlongs.—Valiant, 163 lbs.; Satisfaction, 162 lbs.; Jambou, 161 lbs.; Saracen, 159 lbs.; Uncle Gusenget, 158 lbs.; The Critic, 157 lbs.; Grey Streak, 156 lbs.; Langsat, 155 lbs.; Baby Eyes, 154 lbs.; Mowgli, 154 lbs.; Two Pairs, 153 lbs.; Uncle Tam, 152 lbs.; Tadworth, 151 lbs.; Nuggett, 150 lbs.; Teashop, 149 lbs.; Hailsham, 147 lbs.; Parran II, 146 lbs.; Solly, 145 lbs.; Quab, 144 lbs.

Reading Handicap "A" Class—Six Furlongs.—Blotting Paper, 165 lbs.; Salfia, 164 lbs.; Dictator, 163 lbs.; Chicago, 162 lbs.; Gypsy Love, 161 lbs.; Grey Knight, 160 lbs.; Loch Rannoch, 159 lbs.; Rothsay, 157 lbs.; King Emperor, 156 lbs.; Uncle Albert, 148 lbs.; Persian Parrot, 146 lbs.; Gyp, 145 lbs.; Beauty, 144 lbs.

Beckhampton Handicap "B" Class—1½ Miles.—Duke of Frisco, 163 lbs.; Jambou, 161 lbs.; Beldorney Star, 159 lbs.; Saracen, 159 lbs.; Uncle Alf, 157 lbs.; Langsat, 155 lbs.; Mowgli, 154 lbs.; Baby Eyes, 154 lbs.; Two Pairs, 153 lbs.; Teashop, 149 lbs.; Parran II, 146 lbs.; Solly, 145 lbs.; Quab, 144 lbs.

Beckhampton Handicap "A" Class—1½ Miles.—Dictator, 163 lbs.; Chicago, 162 lbs.; Grey Knight, 160 lbs.; Loch Rannoch, 159 lbs.; King Emperor, 159 lbs.; Uncle Chick, 149 lbs.; Beauty, 148 lbs.; Valiant, 143 lbs.; Satisfaction, 144 lbs.

Ormonde Handicap—One Mile.—Dictator, 163 lbs.; Chicago, 163 lbs.; Gypsy Love, 164 lbs.; Loch Rannoch, 162 lbs.; Uncle Chick, 152 lbs.; Beauty, 147 lbs.; Jambou, 144 lbs.

THREE-YEARS EXPEDITION.

SCIENTIFIC RESEARCH IN EQUATORIAL ZONE.

An expedition under the auspices of the Portuguese Government which is to be carried out by the Sociedade de Geographia (the Portuguese Geographical Society) will start in July 1927 on a three-years' voyage of scientific research.

The object is to investigate the marine biology and zoology of the equatorial zone, and a special ship named the *Phyllis*, which has been built, is now being fitted out.

There are two vacancies on the scientific staff to be filled by British or Americans versed in marine biology and zoology. The expedition is being financed by voluntary subscription. The headquarters of the society are at Lisbon, Portugal.

FORTUNE TELLER'S DEATH.

MANSLAUGHTER CHARGE DISMISSED.

The case, reported in yesterday's *Daily Press*, in which Cheung Fook Li, the driver of one of Messrs. A. S. Watson & Co.'s motor-lorries, was charged with the manslaughter of Sun Yick Sui, a Chinese letter-writer and fortune teller, who was run over by the lorry in Wellington Street, on September 7th and died in the Government Civil Hospital the same day from the serious injuries he received, came before Mr. S. B. B. McElderry at the Central Magistracy yesterday afternoon.

Formal evidence was given by police witness regarding the weight and character of the lorry and also with respect to the gear and hand brake when the lorry was first seen by the police after the accident had been reported. It was stated that the gear was in "low" and the hand-brake was applied, but no evidence could be produced as to what the driver had done in connection with the brakes or gear before leaving the lorry to enter a shop, where the aerated waters were delivered.

Mr. M. K. Lo, for the defence, addressed the Court briefly on points of law and referred to the matter of negligence, submitting that he did not consider the case could be characterised as one of gross or criminal negligence.

His Worship said that he did not consider the evidence given was sufficient to convict the defendant, and while holding that there might have been a certain amount of negligence, he did not think it amounted to gross or criminal negligence. He therefore discharged the defendant.

CARS WITHOUT LICENCES.

EUROPEANS SUMMONED AT KOWLOON.

Three European residents appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday morning, for various alleged motoring offences.

There was a summons against Mr. D. H. Cameron, general manager of the Standard Oil Company, which was to the effect that a car, which was licensed in his name, had been driven, after the licence had expired. Mr. A. Fothergill, who represented Mr. Cameron, admitted the offence, and said the licence was not renewed owing to an oversight caused by the strike. The licence ought to have been renewed on July 1st. His Worship imposed a fine of \$5.

Mr. M. P. Jones was charged with a similar offence, and said that an oversight on the part of his office staff was responsible for the licence not being renewed. He was fined \$5.

Concerning a charge against the owner of motor cycle No. 537 of driving in a manner dangerous to the public in Chatham Road on the 17th inst., Mr. D. S. Edward, of the Public Works Department, said that a summons had been served on him, but apparently there had been a mistake. Some time ago he did possess the machine No. 537, but he sold it to Mr. R. J. B. Clark, of the Architectural Office, P.W.D., but he thought that Mr. Clark had re-sold the machine. The summons was withdrawn for enquiries to be made.

TYPHOON WARNING.

The American Consulate-General received the following by cable from the Manila Observatory at 7.20 p.m. on Monday:—Typhoon in about 131 deg. Long. E., 25 deg. Lat. N., moving N.

SWATOW SHIPPING. AUTHORITIES FORBID PARADE OF STUDENTS.

The anti-Reds in occupation of Swatow do not mean to countenance anything in the nature of student demonstrations. A parade which these young hot-heads had organised to take place yesterday was peremptorily forbidden.

"RAINING."

As far as trade and shipping are concerned there is no great change to report. The *Haining* has returned to Hongkong and is discharging at her wharf on the Praya. She called at Swatow for passengers but did not bring any cargo from that Port. Her passengers comprised ten saloon passengers and 257 deck passengers. She sails again tomorrow (Thursday) for Swatow, Amoy and Foochow but is taking passengers and mail only for Swatow and Amoy. Cargo will be taken for Foochow. Upon her return journey she will, of course, collect cargo at Swatow if there is any to collect.

"HYDRANGEA."

The *Hydrangea* left for Swatow yesterday afternoon with 400 tons of general cargo and 150 Chinese passengers. This is her first trip since she has been laid up, during which time she has been overhauled and generally reconditioned. The *Vulcano* which left Swatow during the week-end is discharging oil there. The O.S.K. *Taiwan Maru* arrived from Swatow on Monday afternoon but brought no cargo.

A number of letters from Chinese merchants have been received in the Colony and all express sympathy with the anti-Red movement. There is no doubt that the Chinese traders are extremely tired of the "Red" regime. They are willing and anxious to take British goods but fear to do so until things are more settled. If they stocked their shops with British merchandise to any extent and the Reds should happen to regain control they know perfectly well that the goods would be seized and that they would suffer. It is, therefore, now simply a question of confidence in the permanency of Chan Kwing Ming's occupation. As soon as the merchants are satisfied that General Chan can retain his position trade will start again.

[FROM A CORRESPONDENT.]

STRIKERS RENEW EFFORTS.

SWATOW, September 28th. The Chinese authorities here have spared no efforts in making arrangements for a general resumption of traffic, particularly in regard to shipping between Hongkong and this port. In the absence of strike pickets passengers are daily arriving and departing unmolested.

The large sums of money made by the strike leaders when this port was under their influence, has however, prompted others to imitate their activities. Yesterday, at the instance of the Students' Union a joint meeting of all the labour guilds was called. It was proposed to declare another strike and organize another corps of strike pickets to stop sampans from loading and discharging cargoes for steamers. It was also proposed to hold a monster demonstration to-day, in which merchants, workmen and students would be invited to participate. It was due to the good efforts of Mr. Ng Mow Ching, the Head of the Municipality, that the proposed demonstration was stopped.

Proclamations have now been issued that demonstrations and parades are strictly prohibited unless permission be first obtained from the Government.

NAVY CHIEF ARRIVES.

Mr. Tang King Keung, Chief of Staff of the Fukien Navy, has arrived here and has been entertained to dinner by Gen. Lau Chi Luk. It is said that his mission is to establish an office to direct naval affairs. The cruisers *Hoi Chau*, *King Chek*, *Chor Tung* and *Chor Kun* of the Northern Squadron are due to arrive in port on Friday, October 2nd.

CANTON NOTES.

[FROM OUR CHINESE CORRESPONDENT.]

The leading Guilds in Canton are arranging a lantern party for Friday next in celebration of the mid-autumn or "full moon" festival.

AN INQUISITIVE CIRCULAR.

The General Chamber of Commerce of Canton, has issued circulars asking information as to the amount each merchant has on deposit in the banks of Shamoen.

STRIKE COMMITTEES DEMANDS.

The South China Baptist Publication Society in Tungshan, Canton, has not yet been able to resume printing work on account of the strike committee holding out for a 40 per cent. increase in the wages of the printers. Many of the printers themselves are willing to return to work, without any increase. The boycott against Americans and other foreigners, with the exception of the British, was raised some time ago, but the strike committee has been imposing conditions for the return of Chinese to foreign service, which are unacceptable. The Baptist Publication Society handles practically all Christian literature published in this part of China.

FOREIGN SCHOOLS.

The strike committee's policy regarding the return of Chinese employees to foreign employers has been most inconsistent, it is said. In some cases the workers have been allowed to return to their old jobs without any conditions whatever. Foreign households in Fati have had their servants back for some time, while those in Fongtsuen are being asked by the committee to increase wages by 30 to 40 per cent.

Holy Trinity College, St. Hilda's School, and other British managed schools in Canton will reopen about the middle of October, but they will be in charge of Chinese staffs for the time being.

RETURNING STRIKERS.

OUTLETS CANTON AND KONGMOON.

It appears that at last strikers desirous of returning to Hongkong from Canton have now an outlet via Kwong Hoi City, Sze Yap district. A regular steamship service is being run between this place and Macao. The s.s. *Paul Beau* brought 500 passengers yesterday from Macao, the majority being returning strikers.

Strikers are also enabled to get away from Kongmoon, since two small boats have arrived in Macao during the last few days.

THE S.S. "HONAM."

YESTERDAY'S RETURN TO HONGKONG.

The s.s. *Honam*, which left for Canton on Monday, returned to Hongkong yesterday afternoon.

The voyage was without incident. On the upward trip, the *Honam* carried 68 European passengers, among whom were missionaries, Japanese, Americans, and Indians. All these were able to land at Shamoen by means of motor-boats and launches. Of the 24 Chinese passengers taken up, all but a few of the poorer class were able to land.

The same conditions prevail as heretofore, namely the strike pickets continue to patrol with redoubled vigilance in the vicinity of the steamer and prevent sampans taking any passengers off. Therefore those of the Chinese passengers unable to effect landing were forced to return by the *Honam* yesterday. Despite the threat to fire at and detain passengers attempting to land at Canton, this does not appear to have been done.

The *Honam* brought back to Hongkong a total of 83 passengers, 22 Europeans and 61 Chinese. No cargo was either taken up or brought, but mails were carried both ways.

The trip was marred by a sad event that of the apparent drowning of the third engineer of the steamer, Mr. D. Mason, which is referred to in another report.

The *Honam* leaves for Canton again this morning at eight o'clock.

INTERVIEW WITH THE STRIKE LEADERS.

HONGKONG CHINESE DELEGATION IN CANTON.

Upon their arrival at Canton the Hongkong Chinese delegates, in an interview with the strike leaders, explained that although three months had elapsed since the strike began, no one in Hongkong had yet been able to fathom the aim of the strikers. They said that the strike was originally started in Shanghai but trade there, according to a declaration made by the Shanghai Chinese Chamber of Commerce, had resumed its normal conditions. The Hongkong strike, they pointed out, was declared in sympathy with the Shanghai movement, and they failed, therefore, to see why a settlement was not possible.

With regard to negotiations concerning national affairs, reference was made to the speech delivered by Mr. Austen Chamberlain and the opinion was emphasised that good feeling between China and Great Britain should be maintained. It is stated that the Chinese delegates will call upon the British Consul-General at Canton if it is thought that any good purpose would be served by their so doing, but the recent absurd demands made by the strikers and students have introduced a pessimistic note into the proceedings and it is now considered doubtful whether any satisfactory progress will be made as a result of the conference.

CANTON ON THE SCREEN.

PREPARATION OF FILMS FOR THE "MOVIES."

Canton being the base of the National Movement attracts the attention of the world," says the *Canton Gazette*. "Therefore there is no wonder that we now have as guests the representatives of two cinema firms, one from Soviet Russia and the other from America. These representatives have taken pictures of every side of Canton's life, political, social and economic. "Special attention has been directed to the strikers, their organisation, way of living, the struggle led by them against Imperialism, pickets, militia, etc.—all have been seen by the camera's eye. All the countries of the world soon will be enabled to see Canton of to-day. The influence of the cinema is tremendous. Through the doors of cinema theatres pass daily millions of men, women and children. Pictures of the real life of revolutionary Canton spread throughout all the world cannot but serve an effective purpose in broadcasting the truth and counter-acting the lies fabricated by the British Imperialists. We welcome our guests."

It is to be hoped that these films, if and when they are prepared, will be shown in Hongkong.

THE "SUI YICK."

SOLDIERS TO BE SENT ACROSS BORDER.

As stated in yesterday's *Daily Press*, further arms were discovered during the search carried out on Monday on the *Sui Yick*, the Chinese boat captured off Cheung Chau, on Saturday evening with Cantonese "Red" troops on board.

Yesterday our representative was informed that the number found, in addition to those previously discovered on Saturday, was 29 rifles, and three revolvers. The arms so far total 100 rifles and three revolvers, together with 75 bandoliers and about 200,000 rounds of ammunition. These will all be confiscated. All the weapons were of a very odd pattern and considered to be unserviceable.

The search of the soldiers kit on the Kowloon Police Pier was carried out by police and detectives under Mr. P. P. J. Wodehouse, C.I.E. (Captain-Superintendent of Police), Mr. L. H. V. Booth (Assistant Director of Criminal Intelligence) and the Hon. Mr. D. W. Trautman (Secretary for Chinese Affairs).

If arrangements made are carried out, the Cantonese troops, who still remain on the *Sui Yick* at No. 8 buoy in the Naval anchorage, will be transported as far as Shum Chun, the border station, en route for Canton tomorrow.

About a dozen of the principal passengers on the *Sui Yick*, who were taken to the Central Police Station on Monday for further interrogation, are still detained there. It will depend entirely upon the result of the investigations whether they are sent back to Canton with the remainder of the troops.

The *Sui Yick*, which was not one time employed in the run between Hongkong and Shamoen bringing in poultry and produce and was reported sometime ago to have been commandeered by the strikers for carrying foodstuffs, will be restored to her owners, the Fuk Hoi Company, of Hongkong.

ALLEGED COAL STEALING. FIVE CHINESE CHARGED.

The case before Mr. E. W. Hamilton at the Kowloon Magistracy in which five Chinese are charged with the fraudulent conversion of five tons of coal, with an alternative charge of common larceny was continued yesterday afternoon. Three of the men belonged to the Blue Funnel, launch *Paridon*, and the other two to the *Tai Fong* launch (Messrs. Watson & Co.).

Mr. Bennett presented on behalf of the Ocean Steamship Company, Mr. D. McCallum appeared for the first three men and the other two were represented by Mr. Leo.

Mr. Hamilton said that he would hear the arguments on the two charges, to which Mr. McCallum objected previously. Mr. McCallum again repeated that the prisoners should be charged on one count only. He quoted *Stone* 1922, bearing out his arguments. The charges against prisoners were two distinct charges—one being conversion and the other larceny. He also quoted *Halbury* and submitted he was entitled to have only one charge against the men.

Mr. Hamilton pointed out that *Stone* was not very clear on the point, but *Halbury* made it clearer and gave him more scope. Mr. Bennett said that what was meant by *Stone* and *Halbury* concerned separate charges which were in connection with a case altogether different from the present. The present charges as they stood, he submitted, were quite in order.

His Worship said that if there were any conceivable point by which the defence might be embarrassed by the indictment of two charges, then, of course, Mr. McCallum's arguments would be good, but he could not conceive any point which might embarrass the defence, and he must rule against Mr. McCallum.

Mr. d'Almada said his clients, the fourth and fifth defendants, were charged with receiving goods knowing them to have been stolen. Unless the prosecution could prove larceny against the first three defendants there was no charge against his clients. Up to the present there had been no evidence to show that his clients had dishonestly obtained coal. Mr. Bennett had not even proved that the men in question were on the launch when, it was alleged, the coal was transferred. The onus of proof was on the prosecution.

Mr. Hamilton said it seemed to him that all along the solicitors were addressing as though he were a judge and not a magistrate. He was merely sitting there to see whether there was a *prima facie* case, and, in his opinion, there was.

Mr. McCallum said that if he had to answer two charges all he could do was to reserve his defence. Mr. Hamilton gave him permission to reserve his defence, but on consulting with his clients, he decided to go on with the case.

The first defendant, the coxswain of the launch *Paridon*, then gave evidence, and said he had been in employment on the launch for about a year. On the morning in question he went to Messrs. Bailey's Yard, with a lighter, and while he was there Messrs. Watson's launch came alongside. He was on the bridge at the time. The crew of the *Tai Yik Fong* launch asked them if they could borrow some water, and about ten "tins" full of water were passed between the launches. During the whole time Messrs. Watson's launch was alongside he did not leave the bridge. The launch was alongside for a short while only, and he never authorised anyone on board to transfer coal. During the whole time he never saw any coal pass between the launches.

His Worship again adjourned the case.

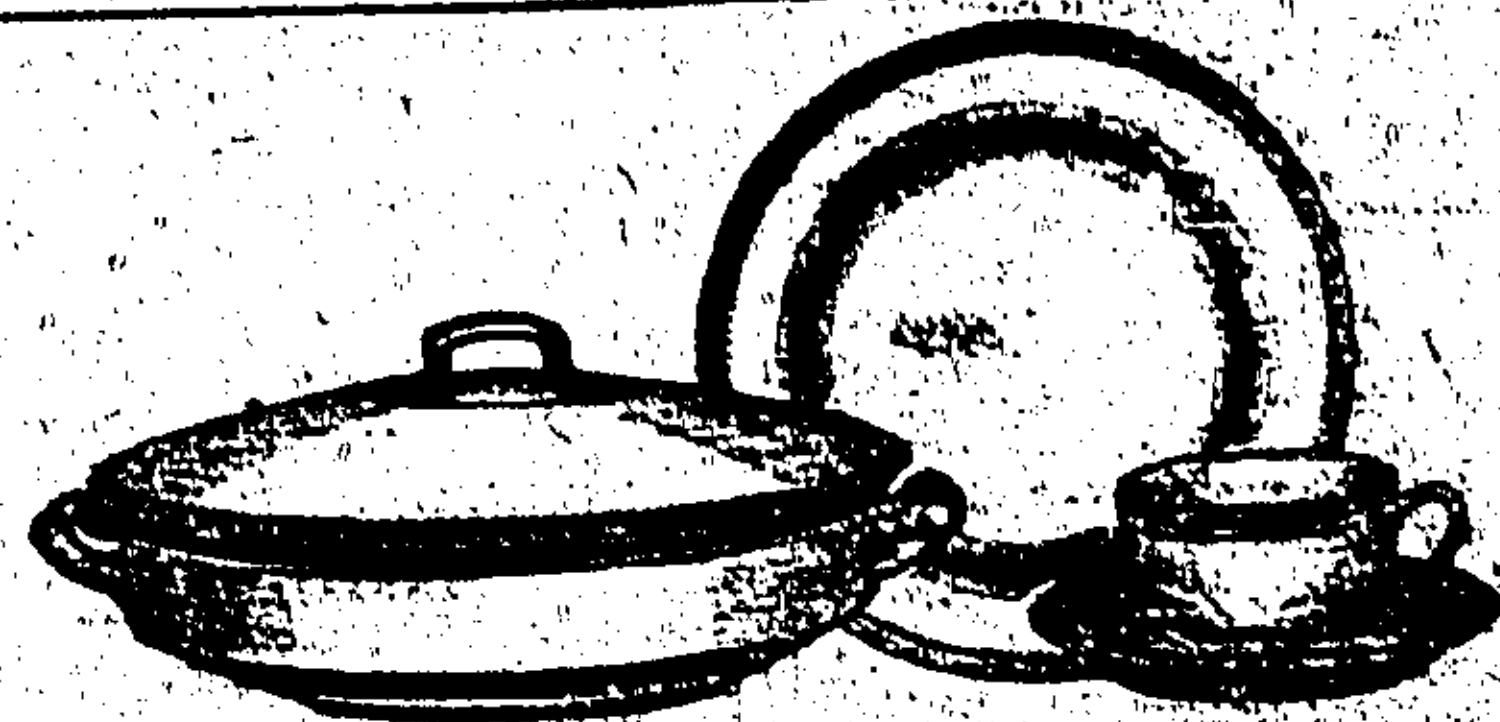
EUROPEAN DROWNED.

THIRD ENGINEER OF THE "HONAM."

A distressing mishap occurred on the *Honam* during the early hours of yesterday morning while she was at her buoy off Shamoen. Mr. D. Mason, the third engineer of the ship, when walking along the dock, stumbled, and fell overboard. No one saw exactly what happened but it is presumed the unfortunate man must have kicked against some unseen obstacle in his way and lost his balance.

Although a search was made the body was not seen again. Mr. Mason had not been in the employment of the Hongkong, Canton and Macao Steamship Company for any great length of time.

"BLACK ALARIC" PATTERN CHINAWARE.



(Black Grecian Key Border with Gold Lines on Edges and Gold Handles.)

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT OF THIS LATEST DESIGN WHICH IS ALWAYS IN STOCK, THE PRICES OF EACH ARE AS FOLLOWS AND ANY ODD PIECES CAN BE SUPPLIED—

PLATES, SOUP	... \$10.50 doz.	BREAKFAST CUPS & SAUCERS	\$13.00 doz.
PLATES, FLAT		TEA CUPS & SAUCERS	\$12.00 doz.
(5 Sizes) from \$5.00 to \$2.50 doz.		COFFEE CUPS & SAUCERS	\$9.00 doz.
DISHES, OVAL		SUGAR BOWLS	60 cts. each
(5 Sizes) from \$1 to \$3.50 each		JUGS (4 Sizes) from \$1.75 to \$2.50 each	
VEGETABLE DISHES \$5.00 & \$3.00 each		BUTTER DISHES	\$2.50 each
SAUCE TUREENS	... \$7.00 each	COFFEE POTS	\$3.00 each
SAUCE BOATS	... \$2.25 each	EGG CUPS	\$4.25 doz.
FRUIT COMPOTS	\$4.50 & \$5.00 each	SLOP BOWLS	75 cts. each
FRUIT PLATES	... \$4.20 doz.	BREAD & BUTTER PLATES	\$1.75 each
TEA POTS	\$2.50 to \$4.00 each		

(CHINA & GLASS DEPT.)

LANE, CRAWFORD, LTD.

Tel. 4567.

JUST ARRIVED.

ALIMENTARY PASTE MADE FROM SEMOLINA

MACARONI, NOODLES, SPAGHETTI, VERMICELLI & CUT PASTE.

In Packets of 1/2 Kilo 1 lb. 2 oz. 45 cts. A Packet.

" " 1/2 " 1 lb. 1 oz. 25 cts. "

Tel. 794. THE FRENCH STORE, 2, Beaconsfield Arcade.

COLUMBIA NEW-PROCESS RECORDS

POPULAR FOX-TROTS.

3591 **ROSE-MARIE** From "ROSE-MARIE"
INDIAN LOVE CALL " " "

3620 **LEANDER** From "KATJA THE DANCER"
JUST FOR A NIGHT " " "

AT
ANDERSON'S

THE NAME VAN RAALTE

In the hem of
a glove

In the meshes
of a veil

On the label of
silk underwear

On the toe of
the hose

Answers every question
of style and quality.

POWELL'S

are Showing a very big Range of

VAN RAALTE

and are Sole Agents.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"TANTALUS"
are hereby notified that the Cargo will be dis-
charged into Holt's Wharf, Kowloon, where it
will be at Consignees' risk and subject to
Terms and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for Delivery
from Godown on and after 29th September.
Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 A.M. and Noon within the
Free Storage period.
No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 5th Oct.,
will be subject to Rent.
All Claims against the Steamer must be
presented to the Underwriter on or before the
15th October, or they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 29th September, 1925. [2693]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel
"GLENAPP"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
all Goods are being landed at their risk into
the "hazardous" and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, where-
ever from the wharves, Delivery may be
obtained.
Goods not cleared by the 5th Oct., 1925, at
Noon will be subject to Rent.
All broken, chafed and damaged packages
are to be left in the Godowns where they will
be examined in the presence of Consignees by
Messrs. Goddard and Douglas, on 3rd Oct.,
1925, at 10 a.m. Claims against the Steamer
including those for Cargo short Delivered must
be presented on the special form provided, and
must also be submitted within 30 days of
arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 29th September, 1925. [2689]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

FROM NEW YORK.

THE Steamship
"WALTON HALL"
having arrived, Consignees of Cargo by her
are informed that all Goods are being landed at
their risk into the "hazardous" and/or extra-
hazardous Godowns of Holt's Wharf, whence
Delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 3rd October, 1925, will
be subject to Rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before 10th
Oct., 1925, or they will not be recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on any Tuesday or Friday, between
the hours of 10.30 a.m. and Noon, within
the Free Storage period of One Week.
THE BANK LINE, LTD.
General Agents.
Hongkong, 28th September, 1925. [2691]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"CAELIC PRINCE"
having arrived from the above Port on
27th inst. Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on Monday, 5th Oct., 1925,
at 10 a.m.
All Claims must be presented within fifteen
days of the steamer's arrival here, after
which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th
October, will be subject to Rent.
Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of Imports &
Exports, Hongkong, before Bills of Lading
can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNESS (FAR EAST) LTD.,
2nd Floor, King's Building,
Canning Road, Hongkong.
Telephone No. 4165.
Hongkong, 28th September, 1925. [2687]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING LOTS,
ESTATES Negotiated for RENT,
AUCTION, or PRIVATE SALE. Manage-
ment arranged for Clients proceeding abroad.
Telephone C. 4630. SMALL INVESTORS,
10, DE VORSE ROAD.

INTIMATIONS

NOTICE.

THE ADVERTISER would like to Meet
Any Person in Hongkong, who knew the
Late Mr. BENTON or the Late Mr. OWENS
Resident in Hongkong about the year 1900.
Apply to—
Box 3692,
c/o Hongkong Daily Press. [2692]

HONGKONG TECHNICAL
INSTITUTE.

THE INSTITUTE will RE-OPEN on
MONDAY, OCTOBER 5TH. Students
joining Classes held at QUEEN'S COLLEGE will
be Enrolled at the EDUCATION DEPARTMENT
Only. Those joining Classes held at the
CENTRAL BRITISH SCHOOL, KOWLOON, may be
Enrolled at the School.
Entry Forms may be obtained at the
EDUCATION DEPARTMENT of the CENTRAL
BRITISH SCHOOL. [2688]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that a
First Call of \$4.00 per share has been
made upon all Members holding Shares upon
which \$1 per share only has been already paid,
and that the same will be Payable to the
Bankers of the Company, HONGKONG &
SHANGHAI BANKING CORPORATION at Hong-
kong, on or before the 25th NOVEMBER,
1925.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd September, 1925. [2671]

WANTED.

MAGAZINE ARTICLES with Photo-
graphs about 5,000 Words dealing with
China.
BLUE LANTERN MAGAZINE,
25, JINKEE ROAD,
SHANGHAI. [2690]

FOR SALE.

BUNGALOW at Cheung Chow. Fully
Furnished. Vacant Possession 1st
NOVEMBER.
For further Particulars Apply to—
DEACONS,
Solicitors,
1, Des Vaux Road Central,
Hongkong. [2677]

TO LET.

ON or About MARCH, 1926, WHOLE
FLAT or SPACIOUS SUITE of
OFFICES in the "FRANCIS BUILDING" ex-
"VICTORIA BUILDING," No. 3, QUEEN'S ROAD
CENTRAL, between CHARTERED BANK and
MERCANTILE BANK.
Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2607]

TO LET.

COMMODIOUS PREMISES ON GROUND
FLOOR, 16A, DES VORSE ROAD CENTRAL.
Would make Admirable Showroom. For full
particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO.
[2514]

TO LET.

GODOWNS in ALEXANDRA BUILD-
INGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
2032.

TO LET.

TWO Newly-constructed EUROPEAN
HOUSES, MAGAZINE GAP, MOTOR ROAD,
Three Flats, Three Large Rooms, each with
Kitchen, Servants' Quarters and Bath Room,
fitted with Flush System.
Garage provided. Immediate possession.
Apply—
SANG KEE,
New Bank Building. [2221]

BRITISH INDIA S. N. CO., LTD.

THE Steamship
"TILAWA"
(10,000 Tons)
Will Sail hence on or about the
30th SEPTEMBER
FOR
SINGAPORE, PENANG,
RANGOON AND
CALCUTTA.
For Freight and Passage, Apply to—
MAOKINNON, MAOKENZIE & CO.,
Agents.
Tel. Central 12. [2676]

PREPAID "WANTED"
ADVERTISEMENTS

WANTED—JAPANESE LESSONS for Two
Beginners. Thrice A Week. Lady
preferred. Please apply—Box L.K., c/o Hong-
kong Daily Press. [2234]

INTIMATION

TRY

TWO TEASPOONFULS

OF

WATSON'S
EFFERVESCENT
LIVER SALTS

To a Tumbler of Water

FOR

Biliousness, Sick-headache
and Derangements of
the Stomach.

\$1.25 per bottle.

A. S. WATSON
& CO., LTD.,

HONGKONG DISPENSARY.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1925.

CHINESE DELEGATION TO
CANTON.

There does not appear to be much
confidence in Chinese circles that the
delegation sent to Canton will accom-
plish a great deal towards bringing the
strike and boycott to an end. There
has been a fair amount of negotiation
over the project. Letters have passed
between the Guilds here and the Union
Leaders in Canton, and the Chinese
representatives from Hongkong were
assured of a welcome and adequate
arrangements were made for their
entertainment. Presumably there will be
a series of round table conferences and,
as far as we understand the position,
the delegates at the conclusion of these,
will return and report upon the situa-
tion generally to their colleagues. The
delegation, of course, have no power or
authority of any description to enter
into a bargain or arrange conditions or
terms of employment. The sole object
and purpose of their journey is to obtain,
at first hand, some idea of the Strike
Committee's point of view.

We cannot see, as we have said before,
that any harm will be done by dis-
cussions such as those we have outlined.
The strike and boycott were engineered
from Canton with the sole purpose of
injuring our trade. We were told, at
the outset that they were part of a
national protest against the shooting of
rioters in Shanghai. The Cantonese pro-
fessed to believe that their countrymen
in the North had been harshly treated

and that it was incumbent upon them
to demonstrate their sympathy with the
sufferers and their indignation at the
action of the Shanghai Municipal Police.
It is unnecessary now to recall all
the details of those disturbances. The
troubles in the North have been settled.
The Powers are holding a judicial
enquiry into the shooting, and, following
this enquiry, conferences are to be held
to consider other alleged grievances. The
North is satisfied and what the dele-
gation to Canton should endeavour to
find out is why, in the circumstances,
the "hymn of hate" should be continued
in the South. The boycott has been
enforced now for over three months. If
it was intended simply as "a protest"
it may be said to have accomplished its
object. If it is continued it will defeat
the purpose for which it was ostensibly
commenced and very seriously embarrass
the negotiations in Peking from which
the Chinese nation are hoping to derive
substantial advantage. That is the
summing-up of the position as it appears
to the unbiased observer.

Unfortunately, however, such a sum-
ming-up does not place the facts in their
proper perspective. It takes as sincere
and truthful the statements made by the
Canton officials whereas we know that
such statements are neither the one nor
the other. The boycott in the South was
not a movement in sympathy with the
North. The troubles in the North were
seized upon simply as a pretext, as an
excuse, for the extensive anti-British
campaign for which the Bolsheviks had
long since been preparing. There is no
doubt that the merchants in Canton
now realise this. The question is
whether they are yet in a position to
influence a change of the official policy.
If, as has been suggested, the meeting
between the Hongkong delegates and the
Labour officials will lead to nothing but
the tabling of absurd and impossible
demands then, of course, no step forward
will be accomplished. But we trust the
merchant class will not be satisfied with
such an abortive ending to a conference
that has in it great possibilities for
good. The Labour officials must appre-
ciate the fact that the boycott cannot be
continued indefinitely. If our reports
are true they have already received
hints to this effect from General CHIANG
KAI-SHEK himself. The boycott is a double-
edged weapon and the Cantonese are
becoming more and more restive under
the restrictions which it imposes upon
them. With everyone desiring a re-
sumption of trade relations, therefore,
the task is to find some way of bringing it
about without undue "loss of face."
That apparently will be the difficulty.
In this respect a heart-to-heart talk with
the Hongkong delegates may clear the
atmosphere a little.

A coal coolie whilst carrying coal to
the Gas Works on Monday, was knocked
down by a tram in Whitty Street, and
succumbed to his injuries in the Govern-
ment Civil Hospital yesterday.

On Monday, a Chinese girl was
seriously injured at Cheung Sha Wan
when she was knocked down by a car
owned by the Cheung Mei Garage. She
was detained at the Kwong Wah Hos-
pital.

A fine of \$8 with ten days' hard
labour in default, was imposed by Mr.
E. W. Hamilton at the Kowloon Magis-
tracy yesterday morning, on a Japanese
named Tashima, who was charged with
being drunk and incapable in Haiphong
Road, Kowloon, on Monday evening.

Two Chinese appeared before Mr.
E. W. Hamilton at the Kowloon Magis-
tracy yesterday morning, charged with
having two daggers in their possession,
and also with smoking opium in a divan.
His Worship cautioned the men on the
opium charge, and on the first charge
remanded them until this morning.

The Hongkong Technical Institute re-
opens next Monday. Students joining
classes held at Queen's College will be
enrolled at the Education Department
only, but those joining classes to be held
at the Central British School, Kowloon,
may be enrolled at the school. Entry
forms can be obtained from the Educa-
tion Department or the Central British
School.

Next Sunday is regarded in many
parts of the world as "Life Insurance
Sunday" and Ministers of local churches
are being asked to refer to the subject
in their sermons on that day. It is
pointed out that there are examples of
life insurance mentioned in the Holy
Scriptures, as for instance Pharaoh's
dream and Joseph's interpretation
(Genesis, Chap. 41) which might be
enlarged upon.

The Hongkong General Chamber of
Commerce has been notified that Imports
and Exports declarations will not be re-
quired after to-day. Permits will still
be required for prohibited articles, such
as arms, ammunition, etc., aeroplanes,
explosives, sulphur, saltpetre, rice, and
in general all goods, the export of which
is prohibited under the regulations made
under the Importation and Exportation
Ordinance. Import and export man-
ifests will still be required for all cargo,
imported or exported. The Imports and
Exports Office Statistical Branch is to
be closed on the grounds of economy.
It cost about \$70,000 a year to maintain,
and, in present circumstances, it is con-
sidered the expenditure is not justified.

LEGISLATIVE COUNCIL.

At to-morrow's meeting of the Legis-
lative Council, the following questions
will be put—

By the Hon. Mr. H. W. Bird:
"Has the Government considered the
advvisability of establishing a Labour
Bureau for the voluntary registration of
domestic servants and others? If so with
what result?"

By the Hon. Mr. P. H. Holyoak:
"Will the Government state when it
is hoped to complete and open the new
Saiyungpun School?"

The orders of the day will include the
following—
By the Hon. Colonial Secretary:
Second reading of the Bill intituled An
Ordinance to authorize the Appropriation
of a Supplementary Sum of Two million
seven hundred and two thousand seven
hundred and ninety-four Dollars and six-
teen Cents to defray the Charges of the
year 1924.

By the Hon. Attorney General:
Ordinance to amend the Code of Civil
Procedure.
Second reading of the Bill intituled An
Ordinance to provide for the registration
in Hongkong of letters patent granted in
the United Kingdom.

Second reading of the Bill intituled An
Ordinance to amend the Larceny Ordinance,
1905.
Second reading of the Bill intituled An
Ordinance to amend the Companies Ordinance,
1911.

LATE MR. T. HENING.

FUNERAL AT HAPPY VALLEY.

The funeral of Mr. T. Hening, second
officer of the s.s. Tungtitan, who fell
overboard from a motor-boat in the
harbour late on Sunday night, and was
drowned, took place at Happy Valley
Cemetery yesterday evening. The cere-
mony at the graveside was conducted by
the Rev. G. T. Waldegrave, and those
who attended included Messrs. T. T.
Laurensen (representing the China Coast
Officers' Guild), Carl Bunje (represent-
ing the owners of the Tungtitan, Messrs.
Namazee & Co.), Capt. R. G. Blayney,
Mr. Ruddick (Chief Officer), Mr. C.
Trott (3rd Officer), Mr. B. Rodgers (2nd
Engineer), Mr. A. S. Hassan (4th
Engineer), all of the Tungtitan, and
Messrs. Mitchell, Thomas, Struth, and
F. Walsh.

Floral tributes sent included: "A
personal tribute to a good friend," and
others were sent by Officers of the s.s.
Armanestan, Mr. C. Bunje, the Oriental
Navigation Co., Ltd., China Coast
Officers' Guild, Capt. G. G. Blayney, the
Rev. G. T. Waldegrave, Shipmates s.s.
Tungtitan, Captains, Officers and En-
gineers Oriental Navigation Co., and
Mr. H. M. H. Nemazee.

OBITUARY.

MR. UY SUI LIONG.

The death occurred at Amoy on Sat-
urday, after a short illness, of Mr. Uy Sui
Liong, who was well-known both as a
business-man and a philanthropist in
Amoy, with business connections in
Hongkong. He was one of the Fukienese
merchant pioneers who went to Manila
in the early seventies, and he amassed
a considerable fortune, before returning
to his native district. He was a member
of the Fukien Chamber of Commerce.

THE "PRESIDENT MADISON."

There were several interesting arrivals
by the s.s. *President Madison* which
arrived from Manila yesterday, en-
route for Shanghai and Seattle, whither
she sails to-day.

In addition to Mr. Justice E. Finley
Johnson, who is en route for Shanghai
to participate in the Judicial Enquiry to
be held there (as referred to elsewhere),
there was the Hon. Robert L. Bacon and
Mrs. R. L. Bacon.

Mr. Bacon is a United States Congres-
sman from New York and is returning
home following an official tour of the
Philippine Islands with Governor General
Wood. He will spend several days in
Shanghai before proceeding home. Mr.
Bacon's chief interests are commercial,
connected with the Kissel, Kinnicutt &
Co., and he is also interested in banking.
As Chairman of the New York Chamber
of Commerce and other merchants' asso-
ciations, he is regarded as an expert on
commercial matters and is a member of
many important Government Committees.
He saw active in the Great War and prior
to that in the Mexican border service.
Accompanying Mr. and Mrs. Bacon
is Mr. E. W. Mills.

Other passengers arriving in the Colony
by the *President Madison* were Miss
Josephine Davies, Miss Margaret Hiraing-
ton and Miss Gertrude Tolle, a group of
teachers from Canton returning from holi-
day in the Philippines.

Mr. R. F. Dunn, connected with the
taxi and automobile business in Hong-
kong returned from a short business trip
to Manila.

Mr. and Mrs. William Hall, who return-
ed from Manila, are residents of Shanghai.
Mr. George McL. Godley is touring
around the world. He is interested in
outdoor photography, particularly of wild
animal life and he has been spending a
few days visiting friends in the Philip-
pines.

Mr. and Mrs. R. J. Tomlinson are
proceeding to Shanghai. Mr. Tomlinson is
a British engineer in Shanghai and Peking
and returns from a pleasure trip to
Manila.

Proceeding to Kobe, where they will
land to attend the Medical Conference at
Tokyo, are Doctors Cristobal Manaling,
Dr. Otto Schobel and Agereio B. M.
Sison, Major A. R. Hutchins, U.S.A. and
Dr. and Mrs. Leoncio Lopez-Rizal.

Travelling to Yokohama whence they
will proceed to the Conference at Tokyo
are Doctors J. S. Elkington and H. T.
Smith. Dr. Smith is at the head of the
quarantine service in the Philippines and
is very well known in medical circles in
the Far East.

SHANGHAI ENQUIRY.

SIR HENRY GOLLAN MEETS U.S.
COMMISSIONER.

Sir Henry Gollan, the Chief Justice of
Hongkong, who is the British representa-
tive upon the Judicial Enquiry which is
to be held in Shanghai into the incidents
of May 30th, accompanied by Mr. R. C.
Tredwell, the United States Consul in
Hongkong, met Mr. Justice E. Finley
Johnson, of the Philippines Supreme
Court, when he arrived here yesterday
by the s.s. *President Madison* from
Manila.

Mr. Justice Finley Johnson is the
American Commissioner to the Judicial
Enquiry into the Shanghai incidents of
May 30th. Sir Henry Gollan will ac-
company him to Shanghai on the
President Madison which leaves to-day.

Mr. R. C. Tredwell arranged a dinner
for last night at which the American
Commissioner and Sir Henry Gollan
were the principal guests.

PROPERTY SALES.

SLOW BIDDING FOR CAINE ROAD
RESIDENCE.

At Messrs. Lammert Brothers sales-
room yesterday afternoon, Mr. H. A.
Lammert disposed of a valuable Lease-
hold Property, No. 22, Caine Road
(formerly known as No. 14, Caine Road).
The property has an area of about 8,685
square feet and the Crown rent is \$13.00.
Mr. Lammert started the property at
\$80,000, and intimated that bids of not
less than \$500 would be accepted. There
was no response for some time and all
through the sale, which lasted nearly an
hour, bidding was exceedingly slow, there
being long intervals between each bid.
The final disposal of the property rested
between two bidders after the fourth bid
had been made.

In all there were twenty bids of \$500
each made, the property being eventually
knocked down to Mr. Fung Wo-In, of
\$360,000.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

LABOUR PARTY CONFERENCE.

THE PRINCIPAL QUESTION IS
EXCLUSION OF COMMUNISTS.LONDON, September 29th.
The annual conference of the Labour Party opened at Liverpool to-day was the largest in the history of the movement. Over one thousand delegates were present. The principal question was the proposal of the executive to exclude Communists from membership of the party.Mr. Saklatvala was present as a visitor.
Mr. C. J. Cramp was elected as chairman, on the motion of Mr. Ramsay MacDonald.

Mr. Cramp, in a speech, emphasised that Labour's fundamental task was not to wage war against any class, but to conquer circumstances giving rise to class warfare that actually existed and to transform society by patient constructive work without bloodshed and violence into a co-operative commonwealth, which will end the waste, cruelty, misery and suffering of the Capitalist system. It was for this conference to give the lie to the charge that the British Labour movement was advancing on the path of armed revolution.

Mr. Cramp believed that the policy of applying the methods of force to affairs in a highly developed capitalist state was a hundred years behind the times and should be scrapped.

At the Labour Party Conference Mr. Wm. Thorne, M.P., presenting the report of the standing orders committee, announced that Mr. A. J. Cook, has withdrawn his nomination to the executive dealing with the executive's resolution declaring that no Communist should be a member of any section of any affiliate local Labour Party and no known Communist should be elected a delegate to the Conference. Mr. Thorne alluded to many Communist resolutions on the subject appearing on the agenda and said that in view of the emphatic decision of previous conferences that no Communist should be eligible for membership to the Labour Party or as a Labour Candidate, the Parliament executive had decided to enforce the standing order that when the general policy had been decided upon, it should not reappear on the agenda for 3 years; but, in acceptance of the executive's resolutions could be discussed as a separate issue. And, if they adopted no resolution relating to the Communist affiliation, it would be in order.

The motion to refer back the standing orders to the Committees to report with regard to the Communist affiliation was defeated by 2,954,000 votes to 321,000.

FRENCH DEBTS TO U.S.A.

NO AMERICAN OBJECTION TO
PROTECTION CLAUSE.PARIS, September 29th.
According to "Le Matin's" Washington correspondent, the American counter-proposals with regard to the French debt agree with the French demand that the commercial debt, in connection with the stocks bought by M. Klotz in 1919, shall be incorporated in the total political debt. This means that France will not have to pay 407 million dollars in 1929; and the 20 million dollars she pays annually in interest will be reduced and merged in future annual payments.

The Americans have not objected to the protection clause providing against France being crushed by too heavy annual payments. Finally the Americans consented to a reduction of the total unpaid interest due.

LATEST CABLES.

CAMPAIGN IN MOROCCO.
BOTH SIDES AFFECTED BY
SPANISH MUSIC.MADRID, September 29th.
The overpowering influence of music, in the course of the recent Spanish attack at Morro Viejo and Malmusi Heights, curiously affected the belligerents. Firing was fiercest during the advance, when the Spanish native regulars began to play the bagpipes. As the sound increased in volume and the notes were wafted afar, firing gradually died down in both camps until eventually it ceased. The report concludes: "As a player fingered his last note, vociferous cheers greeted the performance not only the Spanish lines but also in the rebel trenches."EARLIER CABLES.
MARSHAL LYAUTEY ASKS TO BE
REPLACED.FZ, September 29th.
At a meeting of the Administrative Council of the French Government in Morocco, Marshal Lyautey, the Resident-General, announced that he had asked the French Government to replace him.

MILITARY MOVEMENTS RESUMED.

PARIS, September 29th.
A message from Fez states that the rain has stopped, and military movements have been resumed. Abd el Krim, after re-inforcing his troops, has attempted to occupy several posts. He threatens with dire vengeance the tribes who submitted to the French after anticipating being beaten by the Spaniards.

Marshal Pétain is likely to assume temporarily the administrative as well as the military direction of Morocco, in succession to Marshal Lyautey, whose resignation will be accepted by the Cabinet.

WHITE AUSTRALIA POLICY.

MR. BRUCE ADDRESSES EMPIRE
PRESSMEN.MELBOURNE, September 29th.
The delegates who arrived to attend the Empire Press Conference were entertained at a banquet by the Commonwealth Government at Parliament House to-night.

Mr. Bruce in a speech declared that the gathering was the most significant ever held in that hall. The results of the visit would be of the greatest value to the Empire and particularly to Australia.

Mr. Bruce emphasised that Australia was indissolubly wedded to the "White Australia" policy.

M. CHICHERIN.

TALKS OF GERMANY AND THE
LEAGUE.WARSAW, September 29th.
That the Soviet will revise its attitude towards Germany in the event of the latter acceding to the Allied request that she should join the League of Nations without reservation was stated by M. Chicherin in an interview with Reuter, en route for Germany to take a two months' cure.

M. Chicherin pointed out that acceptance of Articles 16 and 17 of the Covenant might eventually compel Germany to act against the Soviet.

He is at present endeavouring to persuade Poland to settle the few outstanding differences between Poland and the Soviet.

FOOTBALL AT HOME.

GLASGOW CUP SEMI-FINALS.

LONDON, September 29th.
The following matches, played to-day, resulted as under:—

GLASGOW CUP: SEMI-FINAL ROUND.

Celtic, 2; Rangers, 1.

Queen's Park, 1; Clyde, 1.

SCOTTISH LEAGUE.

Aberdeen, 1; St. Mirren, 2.

ENGLISH LEAGUE (NORTHERN).

Barrow, 1; Nelson, 0.

SHIPPING STRIKE.

CAPE TOWN SITUATION BETTER.

CAPE TOWN, September 29th.
The *Kendworth Castle* is sailing this afternoon. The docks are assuming a normal aspect. The passengers and cargo of the *Walmer Castle* arriving this afternoon, will be landed at the jetty instead of from lighters.

SECURITY PACT PARLEY.

TO BE HELD AT LOCARNO NEXT
WEEK.BERNE, September 29th.
It has been definitely decided that the Security Pact Conference will meet at Locarno on October 3th.

(REUTER'S AMERICAN SERVICE.)

WEIGHT OF S. 51.

DERRICK-CARRYING SHIP IS
NEARLY SUBMERGED.NEW LONDON, September 29th.
Owing to the great weight of the submarine the vessel carrying the derrick was herself nearly submerged in her attempt to raise the S51.
Another giant derrick, with a lifting power of 200 tons was rushed to the scene of the disaster.

The two derricks will operate simultaneously, and failing success, a volunteer diver will descend, and at great risk will enter the submarine through a torpedo-tube.

The two derricks had scarcely been got into position when the sea grew more rough, and the derricks were ordered back to port.

AIRCRAFT'S GRIM SEARCH.

WASHINGTON, September 29th.
The Navy Department has ordered all available aircraft to Newport to search the sea for the bodies of the victims of the S51.

U.S. COMMUNISTS.

ATTEMPTED DEMONSTRATION ON
BRITISH M.P.'S ARRIVAL.NEW YORK, September 29th.
Two hundred Communists tried to demonstrate on the pier, but were dispersed by police on the occasion of the arrival of forty British delegates to the Inter-Parliamentary conference, headed by Sir Robert Horne.

ROMANTIC BRITON.

A WHITE RULER OF 500,000 SAVAGE
WARRIORS.One of the most romantic figures in the recent history of East Africa—Mr. John Boyes, the White King of Waikuyu—has just returned to England, states the *Daily Chronicle*.It is 14 years since he was last at home. His adventures in the Dark Continent were then revealed for the first time—how for years he had lived among the savage and warlike tribes of Kenya, where he attained to the kingship of Kikuyu, with 500,000 warriors at his command.
Born in Hull on May 11th, 1847, Mr. Boyes early ran away to sea under the inspiration of Rider Haggard's story, "Allan Quatermain," and made his way to Africa, where he travelled the route that the hero of the novel was supposed to have taken to Lake Nyansa.

FOUGHT AS TROOPER.

With the late Mr. Selous, the great game hunter, he took part as a trooper in the Matabele war.
Mr. Boyes is accompanied on his present visit to this country by his wife and two young sons.

When Mr. Boyes first went to the Kikuyu country only white men had been there. The Government had sent a number of parties, but all had been massacred.

Mr. Boyes persuaded the natives that it was impossible to kill him, and he made good use of some effervescent salts. The natives thought it was boiling water, and he told them it was his custom to drink boiling water, because he was "iron-lined."

A chiming clock and a phonograph, which they thought was a great spirit, he carried with him, and he boxed up, completed his conquest, and at length he became king of the tribes, whom he united in a sort of blood brotherhood.

Some of the chiefs with whom he entered into brotherhood, he said recently, have passed away, while their sons drive about in 2500 motor cars. Karuri, whom Mr. Boyes met as a savage warrior chief, attained a position of importance under British administration. He had 70 wives when he died.

His son, Katchakia, who has taken his father's place as head of one of the tribes, was saved from death by Mr. Boyes in the early days of his connection with the Kikuyu. Returning home after a fierce battle with another tribe, Mr. Boyes was told that the young chief had been killed. He went back and found the man with a spear through his chest, but still alive.
greater economy in running costs.FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

POLITICS IN PEKING.

GOVERNMENT IS UNCERTAIN WITH
REGARD TO TSINGTAO STRIKE.PEKING, September 29th.
Mr. Wu Kuang Hsin has arrived in Hankow to interview General Hsiao Yao Nan.

The Government has received a telegram, stating that the telegraph strike at Tsingtao has ended.

The Cabinet to-day discussed the strike, but it is understood left the Chiao-tung-pu to decide whether to accept the strikers' terms.

TIENSIN RACE CLUB.

GERMANS AND AUSTRIANS TO BE
READMITTED.TIENSIN, September 29th.
At an extraordinary general meeting of the Tientsin Race Club last evening, it was unanimously resolved that German and Austrian former members, desirous of resuming membership, should be invited to inform the Secretary of such intention whereupon they would be admitted without ballot or entrance fee.

The ballot hereafter will be open to Germans and Austrians wishing to join the Club.

FENG'S EMISSARIES.

ARRIVE IN MOSCOW.

MOSCOW, September 29th.
A Chinese delegation, sent by Marshal Feng, has arrived to study the political and economic conditions in the Soviet Republic.

The delegation is headed by Gen. Sung Ping, Chief of the Gen. Staff of Feng's Army, and it includes also the Marshal's secretaries. It will probably remain for a month, and will then possibly visit Western Europe.

A representative of Marshal Feng is attending the Mongolian Government Congress.

DUTCH IN FAR EAST.

NEW MINISTER OF COLONIES
IS APPOINTED.THE HAGUE, September 29th.
Mr. C. N. Welte, Member of Council for the Dutch East Indies, has been appointed Minister for the Colonies.

JAPANESE AIRMEN.

ARRIVE AT LE BOURGET.

LONDON, September 29th.
Messrs. Abe and Kawachi, the Japanese aviators who are flying from Japan to London, have arrived at Le Bourget.

POINTS FROM PARIS.

FOR THE WELL-DRESSED WOMAN.

The costume is always thought out as a whole. Care for every separate detail is not sufficient, because there are no separate details. Each one must be considered first in its relation to the ensemble. The importance of the costume as a whole can not be over-estimated.

Smart Parisiennes have no fear of choosing a model that other women have chosen. There is little range of difference in the type of costume worn by the really chic. They depend upon the way in which the costume is worn and the accessories that accompany it for individuality.

It is imperative that there be a hat to accompany each costume, not only adapted to the dress and the coat, but to the neck-line and the accessories, as well.

The silhouette is rod-like, slim, pliant, graceful.
Skirts remain definitely short, just below the knee.

AIRCRAFT.

A WORLD BOOK OF REFERENCE.

ALL THE WORLD'S AIRCRAFT. Founded by Fred T. Jane. Compiled and Edited by C. G. Gray. (Sampson Low, 32s. net.)

Aviation is daily taking a greater part in the life of the community, and it is fast losing the glamour of adventure in which it had its birth. Aircraft are an essential part of the armed forces of all nations, and civil air routes have reached a standard of reliability which has removed much of the doubt from the mind of the business man as to their uses in commerce. Each day large numbers of people cover thousands of miles by air with little more fear of mishap than would afflict them in travel by land and sea. Confirmation for these statements may be found in the new volume—the fifteenth of "All the World's Aircraft"—not only in the general mass of information supplied, but in what one may term the standardization of the book itself. The improvement obvious last year has been maintained, and it can be considered with justice to be an essential reference book for aeronautics, as necessary to the industry and the services as is Lloyd's Register of Shipping to those concerned with the sea.

MILITARY AERONAUTICS.

In military aeronautics the most important development during the past year has been the unification of the Italian naval and military air arms into an air service independent of the Army and the Navy. Signor Mussolini, the Prime Minister, is himself the High Commissioner controlling the new force, and has shown a considerable interest in aviation. The formation of a separate air service in Italy has been under consideration since the Armistice, but has been delayed until recent days owing to the various political crises which have afflicted Italy during the past few years. It is a little odd that in view of the high efficiency of the Italian air service there are at present no civil air routes operating in or radiating from Italy. Several are under consideration, but nothing definite has as yet been done.

The description of the French naval and military air arms dates from 1923, when Captain Sablé supplied a detailed account which, in the lack of later information, has been reprinted. One may suggest that much might have been extracted from the current French Army and Navy Lists. These lists contain full particulars as to the stations and personnel of the aeronautical units, in addition to details in regard to the controlling staffs.

STRONG SOVIET AIR FORCE.

Soviet Russia has already a strong Red Air Force, and, according to the information supplied by Mr. Grey, is to acquire a further 1,300 aeroplanes during the present year, 800 of which are to be built in Russia, 300 from Italian firms. The Soviet authorities are apparently convinced of the importance of aviation and it may be surmised, of its value as a military weapon. They have done much to encourage civil aviation, and, in addition to the many civil air routes already operating in Russia, great extensions are under consideration. There is a semi-official association in Russia known as the "Friends of the Red Air Fleet," which exists for the purpose of propaganda, and, according to recent statistics, it had 983,000 members in the spring of 1924 and raised sufficient money to build over 100 aeroplanes for the Red Air Fleet. If any reliance can be placed on these figures a valuable object lesson is provided for other countries in Europe.

Siam has a small Royal Aeronautical Service, which directs the entire air effort, military and civil, of the country. It has some interest to the outer world in that it has undertaken an extensive aerial photographic survey in various parts of the country. A number of fixed ground stations have been laid down to form a trigonometrical network, that the natural error of the photographs taken may be eliminated to permit of the preparation of maps with a high percentage of accuracy.

LIST OF AIR ROUTES.

This year an official list of civil air routes now in operation in different parts of the world is supplied, a convincing proof of the development of civil aeronautics. A year or two ago such a list would have meant little, as many of the lines existed merely in name, but to-day an examination shows that the majority of the routes recorded actually operate in accordance with their stated programme. From and to Great Britain in 1924 over 18,000 passengers were carried by air and over 900 tons of goods and mails. Of these over 50 per cent. were carried in British aircraft, though on this Paris-London route the French carried more weight in goods and mails and only a few hundred fewer passengers.

The usual details in regard to the aircraft and aircraft engines of the world are given lucidly and in detail. The figures are, as a rule, given both in metric and British measures. The reader may find all that he would like to know of any machine in which he is interested illustrated by plans and by photographs.

(Continued at foot of next column.)

REASON AND RELIGION.

DEAN INGE ON REAL VALUES.

The twelfth conference of Modern Churchmen opened at Oxford on August 24th, when Dean Inge delivered a presidential address upon "Faith and Reason."

Modern Churchmen (said Dean Inge) had no party programme, no official syllabus of opinions to defend. They agreed only in their confidence that the spirit of truth guided and blessed honest inquiry, and that the "Bible of the race" was still being written. They revered tradition, but they would not be fettered by it. They must expect that the mass of new knowledge which science had revealed would have important bearings even on their beliefs about invisible things, and especially about the manner in which the power of the Godhead was exercised. In science he included not only the study of natural law, but the scientific study of history and Biblical criticism.

As Christians and Churchmen he hoped they could give a reason for the faith that was in them without being false to the strictest obligations of intellectual honesty. They had discarded the two infallibilities, the infallible Church and the infallible Book. They had been called Modernists. He always disliked the name. They were not Modernists, because their religion was no new thing, but older than Catholicism, and much older than Protestantism. It was to be found in the teaching of Christ himself.

A great part of the quarrel between science and religion arose from divergent opinions not about the world as it is but about what it will be. Faith for a number of people meant a belief that the scheme of things would gradually or suddenly be remoulded nearer to their hearts' desire. Thus, in forming their estimate of the world they levied unlimited drafts on the future, like Mr. Lloyd George's Government. These were not likely to be honoured. A saner idealism would look for its values in the world we knew around us and within us, and as these values were real and accessible to all who sought them in the right way, they would bring the faith of the scientist and the faith of the religious mystic very much nearer together. What estranged them at present was very largely that they reciprocally doubted the solvency of each other's investments in "futures." This was also what exacerbated politics.

INITIAL ACT OF FAITH.

The ultimate values, which religion called the revealed attributes of God, were the objects of faith. An appreciation of these ultimate values was given intuitively. There had been endless discussions as to whether we had a distinct faculty for the knowledge of God. It was probable that the champions of the intellect, the will, and of a special mystical sense—transfigured and exalted feeling—were not so far apart as in controversy they seemed to be. Emotionalism was not the same thing as mysticism. Emotionalism was frequently encountered under a soft and easy creed. The emotionalist steeped himself in luxurious feeling and pathetic imagination which made to severe call on either the will or the intellect. Then faith was an act of will was equally false and equally popular as a theory. There was in all of us an innate attraction for things that were true and pure and noble and of good report. The act by which they resolved, God helping them, to take their stand on that side was the initial act of faith. In proportion as they adhered to the resolution they came to see more clearly what God meant them to make of their lives. Reason meant the intellectual side of our nature treated as something apart from the will and the feeling.

The upshot of the whole matter was that faith led them to a reason above rationalism. Spiritual things were spiritually discerned. But whereas spiritual religion had spread its wings over a multitude of beliefs, they must not concern spiritual things, they must be on their guard against insidious attempts to disparage the findings of reason and to oust it from its proper province. In spite of much recent philosophy this was not a sceptical age. It was not an age when the triumphs of natural science and scholarship could be bowed out of court as irrelevant to the seeker after truth. It was not an age when the same event could be said to be true for faith but untrue for science. They must be humble, for they were compassed by mysteries, and their spiritual faculties were poor and dull; but they could be and they must be perfectly honest with themselves and with others.

A study of the book will reveal to him the general lines of progression in aeronautics. Eccentricity is rapidly disappearing from design, and there is no sign of anything revolutionary in the form or performance of aircraft. In the engine section photographs are given of a new Beardmore heavy-oil engine for aircraft which, if successful, will reduce greatly the risk of fire and will lead to

HONGKONG WEEKLY PRESS.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE."

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THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 28th.
AUGUST 29th.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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A CRICKET-BAG BOOK.
A WONDERFULLY INCLUSIVE
VOLUME.

Here, with portraits of Dr. W. G. Grace, showing his huge black beard and great brown forearms, and of J. B. Hobbs, looking rather too old, is a little book which will appeal to all sorts and conditions of cricketers. You can carry it in your cricket-bag, and bring it out when rain holds up the game, and conversation, punctuated curses at the climate, becomes wearisome. It is a wonderfully inclusive collection. Nyren—a sort of rustic Sir Thomas Browne—bats first, so to speak, and scores merrily with his immortal description of a "barley-corn, such as would, put the souls of three butchers into one weaver. Ale that would flare like turpentine—genuine boni face.—This immortal viand (for it was more than liquor) was vended at twopence per pint." Having honoured the greatest of all writers on the greatest of all games, let us take a few excerpts at random, after the manner of little John Horner, who stuck in a thumb and took out a plum. Egad! The first is a plum—nothing less than Mr. "Phum" Warner's compliment to the most heroic bowler of them all: "With a wonderfully serene temperament, and the heart of a lion, taking him day in and day out, Richardson deserves to rank as the greatest fast bowler the world has ever seen." Would we could look upon his like again! If only we could put a second Richardson and another Lockwood into the field, we could await with equanimity the coming invasion of young super-men from down under. Next we chance upon the Editor's description of the old village cricket-field, where the happiest hours of his boyhood were spent: "From its green expanse we could see the hills covered with birch and fir-trees, and along one side of the field the River Churnet gurgled and bubbled over its stony bed. How the birds sang on those bright spring mornings when we practised at the nets! What a symphony of glad colour and sound was all around us!"

Following this, in our sport of Sortes Virgilianae, the late John Shuter tells the story of the "Tampill Match"—the Surrey v. Yorkshire match at the Oval many years ago when a close game was played to a finish in late August (no summer-time then!), the home side winning by two wickets after the lamps in the streets outside had been lit. Next we come across an unexpected bit of history in a quotation from John of Exeter (A.D. 1183) who says and sings:

"The youths at cricks did play
Throughout the merry day
And they proceeds to describe a game which is obviously the aboriginal form of cricket (Old English cric or cryc—a crooked stick). And here is a good prescription, to be varied to suit the case, for stopping the bore who prates about his personal achievements: "When he begins: 'Once, when I was howling—you break in with the polite query: 'Were you captain?' Then there is K. S. Ranjitsinhji's "Eight Rules for Fieldsmen," which ought to be writ large and put up in every club pavilion. Here they are:

"Always back up the man who is receiving that ball at the wicket, when it is thrown in, but not too close.

"Always try for a catch, however impossible it may seem.

"Always be on the look-out and ready to start.

"Run at top speed, but not rashly, the moment the ball is hit.

"Use both hands whenever possible.

"Do not get nervous if you make a mistake.

"Obey your captain cheerfully and promptly.

"Never be slack about taking up the exact position assigned to you; never move about in an aimless, fidgety manner.

"These be the Eight Commandments of Fielding. If they were not too long to quote, I should like to add G. N. Foster's invaluable hints to the man who conducts a fielding practice bat-in-hand. Club slides should give ten minutes to fielding practice before every match. It would be worth the terrible cost of having to turn up ten minutes too early, instead of ten minutes too late, which is the fashion, apparently, in suburban cricket circles. A selection of remarks to be used when given out have been compiled by William Sapte. On being caught, you have the choice of the following observations:

"I'll swear it was a hump-ball, if I never speak again."

"I never went within a yard of it! You heard it! Why, that was a man chopping wood in the next field."

"I never get let off by any chance."

"Haven't been missed this year."

"First ball I've lifted off the ground for two seasons. Caught last week, was I? Given out caught, you mean; quite another thing, my boy."

"I shall chuck cricket—no more luck than a cat. As many lives have I! Well, how many have I had to-day, pray?"

(Continued on next column.)

LATE MISS ROSE EDOUN.
MEMBER OF FIRST ENGLISH
TOURING CO. IN FAR EAST.

A link with the distant past in matters theatrical was snapped by the death, at Harrogate, on August 24th, of Miss Rose Edoun, who made her first appearance on the stage as long ago as 1831, and who played with Phelps at Sadler's Wells in the 'fifties. Miss Rose Edoun was born at Brighton in 1844, one of six brothers and sisters, all of whom showed a marked predilection for the stage, and one of whom, Willie Edoun, was destined to become famous. The eldest brother, Charles, was a clever musician and a good teacher, and under his direction the children practised principally comic scenes for pantomimes. As a rule John Edoun was harlequin, Eliza Columbine, Rose clown, and Willie Edoun. They formed a "marionette-troupe," with Rose still as clown and singing "Hot Codlins," and appeared first at the Adelaide Gallery, and then at the Linwood Gallery which then occupied the site where the Empire now stands. The troupe travelled the provinces as the "Living Marionettes," under the management of Harwood Cooper, but the venture was not ultimately successful, and the family had to separate.

Rose Edoun continued to play children's parts for a year or two, and when she was only 11 years of age made a great success as "Puck" in "A Midsummer Night's Dream," at Sadler's Wells, with Phelps. In 1859 the father of the family came home from Australia and took his children back with him. They opened at the Theatre Royal, Melbourne, and then travelled all over Victoria, playing in many a mining camp. They journeyed in their own wagon, built to carry the wardrobe in the body, with seats in front and at the back for the family. It was drawn by three horses, and bore on the side in large letters the announcement: "The Celebrated Edoun Family, in Farce, Comedy, and Burlesque." Willie Edoun played the clown, made the pantomime shoes for the whole family, and manufactured his own properties and tricks, as well as his clown's dress. Rose Edoun became very popular and remained in Australia for thirty-six years, playing a variety of parts in every line of business, including Beatrice, Portia, Juliet (at a day's notice when she was only 15), and even Hamlet.

At 17 she was making a decided success as Lady Teazle in "The School for Scandal," and then for two years she played lead with Barry Sullivan, and with G. V. Brooke and Joseph Jefferson. Rose Edoun married, when 19, the late Mr. G. B. Lewis, a well-known manager, and with him she went to India and the Far East, in the first English company to tour in those lands. She returned to England in 1893 and appeared at the Strand Theatre under the management of her brother Willie. She then went back to Australia and was not seen in London again till 1909. In 1913 she had the part of Mrs. Candour in Tree's revival of "The School for Scandal," and as recently as 1920 she played Mrs. Putter in "Paddy, the Next Best Thing," at the Savoy. During the seventy years Rose Edoun was on the stage she played well over 1,000 parts, including very many Shakespearean characters, a record hard to beat. She played Romeo several times, and Hamlet in 1895, a part she studied for two years to obtain as far as possible an exact appreciation of every word. About a year ago she went to live at Harrogate with Mrs. Carrick, who, as a child, accompanied her on her Australian tour.

"Devilish good hit; would have been out of any ordinary ground."

"This infernal hat don't drive a little bit."

"We have very little good cricket verse, so I am surprised to find the anthologist has left out Francis Thompson's sad, glad praise of 'My Hornby and My Barlow long ago,' and D. L. A. Jephson's lay of the 'Last Over' (or 'Keep Your Eye on the Clock'), and the ingenious A. H. J. Cochrane's ballad of the man that snicketh the length ball. In conclusion, then, I quote the last-named poet's lines of a green limbo for all good cricketers when finally given out by Fate's uplifted hand:

"When Time of all our fanned hosts
Leaves only the renown,
Our cracks, perhaps, may join the ghosts
That roam on Windmill Down,
Where shadowy crowds will watch the strife,
And cheer the deeds of wonder
Achieved by giants whom in life
A century kept asunder."

It is indeed a cricket-bag book! Pack it up next time you are off to a match away; the little volume will nestle down quite comfortably with the old practice ball, the worn batting gloves, and the pegged and bound veteran bats.—E. B. Osborn.

*Cricket: A Little Book for Lovers of the game. Edited with a Foreword by Samuel J. Looker. Simpkin, Marshall, 2s. 6d. net.

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Those who value old associations will regret the disappearance of the well-known firm of Day and Martin, which is being wound up voluntarily, after a very long career. How long it had existed we cannot tell. But we know that Sam Weller was using Day and Martin's "blackening" on Mr. Jingle's boots when Mr. Pickwick first made his acquaintance at the White Hart in the Borough. We know, too, that before the "Pickwick Papers" appeared, Mr. Charles Day, the founder of the firm, had died, leaving what was then the large fortune of £400,000, a quarter of which he bequeathed for the relief of those who, like himself, were blind.

And the firm has another claim on the admirers of Dickens, for it absorbed the still older business of Jonathan Warren, in whose "crazy, break-down, old house, abutting on the river and swarming with rats," at old Hungerford Stairs, where the District Railway Station at Charing-cross now stands, Dickens himself worked as a lad of 11. In "David Copperfield" he describes the youthful hero's sad days at Murdstone and Grinby's, in Blackfriars, where he had to wash bottles and paste labels on them. But Murdstone and Grinby were in the wine trade. Dickens's own childish experience was still less romantic, for, under the management of his cousin by marriage, James Lamert, he earned six or seven shillings a week by doing the humblest work in the blacking warehouse, which was afterwards removed from Hungerford Stairs to the corner of Chandos-street and Bedford-street, Covent Garden.

"My work," he says, "was to cover the pots of paste-blackening, first with a piece of oil-paper, and then with a piece of blue-paper; to tie them round with a string, and then to clip the paper close and neat all round, until it looked as smart as a pot of ointment from an apothecary's shop." He hated the task so much, we are told, that in after years he would never revisit Hungerford Stairs, and for long he could not bear to pass along Chandos-street. None the less, Warren's is remembered with interest by the zealous Dickensian, and the name of Day and Martin's, apart from their long and honourable commercial career, always had a certain literary flavour because of this indirect connection with the great novelist. Other "ingenious" authors of "Blacking for Shoes," as Steele phrases it in the Spectator, had preceded them, and others follow them; but their departure makes a gap in our mental picture of the London that we have known.

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1926.

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The Directories and Descriptions are of—

CHINA.		
Peking	Soochow	Canton
Tientsin	Chinkiang	Kowloon
Peitain	Nanking	Laysan
Chinwangtao	Wuhu	Shanghai
Taku	Kiukiang	Kongmoo
Antung	Hankow	Nanning
Manchuria	Yochow	Wuchow
Trade Ceres	Shanghai	Kiukiang
Newchwang	Changchun	Holow
Harbin	Hangchow	Lungchow
Port Arthur	Ningpo	Mengtsi
Chefoo	Weihsuei	Hokow
Tientsin	Santiao	Soomoo
Mukden	Foochow	Tungyueh
Shanghai	Amoy	Changchun
Harbin	Kirin	Hunchun
Swatow	Lungkow	
Lungchingun		

JAPAN & FORMOSA.		
Tokyo	Kobe	Kioto
Yokohama	Osaka	Manila
Kobe	Kioto	Yokohama
Shimonoseki	Kyoto	Takao
Osaka	Tanai	Amoy

EASTERN SIBERIA.		
Vladivostok	Nikolsk	

CHINA (Korea).		
Seoul	Wonsan	Mokpo
Chungju	Pusan	Chinnampo
Kusan	Pyeongang	Songju

HONGKONG AND ITS DEPENDENCIES, MALAYA, FORMOSA, INDIA-CHINA.

HONGKONG AND ITS DEPENDENCIES.		
Hankow	Quinlan	Saigon
Hainan	Amoy	Cambodge
Tonkin	Hue	Cholon
Provinces	Tonkin	

MALAYA.		
Manila	Baguio	Loilo
	Zamboanga	

FORMOSA.		
Saigun	Brunei	Labuan
British North Borneo		Sandakan

MALAY STATES.		
Perak	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kalantan	Terengganu	Perlis

INDIA-CHINA.		
Singapore	Penang	Malacca
	Malacca	

NETHERLANDS INDIA.		
Batavia	Semarang	Padang
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FUTURE OF WEMBLEY. A VAST HOUSING SCHEME PROPOSED.

The offer of a syndicate, which includes Mr. Harry Day, M.P., the theatrical producer, either to purchase Wembley in its entirety or, alternatively, to acquire the area covered by the Amusement Park, is to be considered by the Wembley authorities. In an interview Mr. Day outlined the syndicate's scheme should a deal be closed. He declined to divulge the names of the other members of the group, but mentioned that they included a Manchester man interested in the insurance business, whose possessions are worth nearly a million sterling, and two millionaires.

We have been considering the scheme for the past three months (said Mr. Day), and had hoped to keep it a secret until it is nearer maturity. We have offered to buy Wembley as it stands provided the figure asked is not prohibitive, and if an agreement is reached this is what we propose to do. We shall run the Amusement Park on lines similar to those at present followed, but shall reduce the prices, so that it will become a place of healthy recreation for the masses.

We shall then begin a vast housing scheme to house a 100,000 people. The houses will be of the small detached villa type, with rentals of from £45 to £65 per year. Many difficulties to such a housing scheme are non-existent at Wembley, as it is already adequately supplied with transport services to the city, fitted with electrical plant for lighting, and well drained. Such a housing scheme as we propose will find work for about 50,000 unemployed.

THE STADIUM.

The Stadium we do not intend to alter. It will be reserved for football matches, circus shows, and other spectacular events, unless, of course, it is not a paying proposition. In that event we would have to consider the desirability of demolishing it and using the area in our housing scheme.

Our scheme is to reconstruct the Palace of Engineering, transforming it into a huge shopping arcade, where the Wembley residents could make all their purchases. We would also turn another of the present exhibition halls into cinema, music-halls, and theatres. Thus in time Wembley would become a self-contained town of a 100,000 inhabitants.

Mr. Day, going on to deal with what he described as arguments in favour of such a scheme, said: It would mean a great saving to the taxpayers of the country, and would remove in a large degree the social evils in North London made marked by the overcrowding. Into our villas would go the families now living in flats, furnished and unfurnished; and that would leave thousands of the cheaper flats available for those families who are now living in one and two rooms. It would also mean that nearly 50,000 workers would come off the dole, and that the loss on Wembley would not have to be met by the taxpayer. The Government has already voted £1,100,000 to Wembley, and by the time it closes down I think the figure will be nearer £2,000,000.

ALL DEPENDS ON PRICE.

Mr. Day added that everything depended on the price asked. He remarked that if Wembley were not bought it might become derelict, like the old White City at Shepherd's Bush. We want the authorities to regard it in that light, and cut their losses by fixing upon a figure not prohibitive (he said). We do not want them to point to a building and say: "That cost £100,000; we'll let you have it for £80,000." We want them to sell us everything as it stands, and when an agreement is reached the purchase money is ready to be handed over.

A TRAVELLED TUNE.

HISTORIC AIR THAT GREETED THE PRINCE.

A new chapter was added to the history of a famous song when guests at the banquet at Monte Video replied to the Prince of Wales's speech in Spanish by singing "He's a jolly good fellow," the time of which is believed to be one of the oldest and most international in the world.

Tradition says that the Crusaders learnt it from the Arabs in Palestine. Surviving in various forms, it sprang into great popularity in France in 1568 by being fitted to a lament for the Duc de Guise. A century and a half later a French officer, on the eve of the Battle of Malplaquet, wrote a satirical poem on the English commander and wedded it to the old tune. "Malbrook s'en va t'en guerre," sung throughout the length and breadth of France, was remembered and hummed by the peasant woman who nursed the little son of Marie Antoinette. The Queen heard her and sang the song herself.

Beaumont caught it up, introduced it into his "Marriage of Figaro" in 1784, and so broadened it over Europe. Beethoven used it in his Battle Symphony as a symbol of the French army. It came to England—and the English folk found that they had known it for a long time to the classic words which greeted the Prince at Monte Video. The Arabs, they say, still sing it, and it is the favourite air of the people of Hawaii.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 84, of which 52 were British.

For the twenty-four hours ended at 9 p.m. yesterday, there were 13 arrivals, of which five were British, one Dutch, one American and six Japanese. The departures for the same period numbered seven, including the s.s. *Jade* for Kwang Chow Wan.

The arrivals included the s.s. *Fan Sang* (Br.) from Tientsin and Shanghai with 602 tons of general cargo and mail; the s.s. *Bretwalda* (Br.) from Bangkok and Sabang with 8,700 tons of coals and coke; the s.s. *Chihli* (Br.) from Newchwang with 2,030 tons of coal; the s.s. *Tantulus* (Br.) from Liverpool and Singapore with 850 tons of general cargo and mail; the s.s. *Tilawa* (Br.) from Osaka and Amoy with 42 tons of general cargo, 200 cases of matches for Hongkong, 50 cases for Singapore and 50 cases for Calcutta; the s.s. *President Polk* (American) from San Francisco and Shanghai with 293 tons of general cargo and mail; the s.s. *Akita Maru* (Japanese) from Calcutta and Singapore with 177 tons of general cargo and mail; the s.s. *Hakone Maru* (Japanese) from Yokohama and Shanghai with 0.5 tons of general cargo; the s.s. *Komusan Maru* (Japanese) from Mito with 3,338 tons of coal; the s.s. *Sumatra Maru* (Japanese) from Bombay and Singapore with 84,300 tons of cotton goods, dry fruits and rattan and 6,000 gallons of alcohol for Kobe; the s.s. *Amakusa Maru* (Japanese) from Haiphong and Hoihow with 300 tons of general cargo and mail; and the s.s. *Taiyuan Maru* (Japanese) from Kunglung and Swatow with 1,790 tons of coal and mail.

Later yesterday morning the s.s. *H. Arcturion*, the new twin steamer built at Bordeaux for the Messageries Maritimes, and making her first trip to the Far East, as referred to in Monday's *Daily Press*, arrived and went to the Kowloon Wharves. The *H. Arcturion* was released for service in July of this year, and left Marseilles on August 25th. She is to take the place of one of the small boats of the Company on the China-Japan service. She brought general cargo and mail from Marseilles, and Saigon.

The s.s. *President Madison* also arrived yesterday from Manila, en route for Shanghai and Seattle. She will sail this afternoon with mail for Shanghai, Japan, C. and S. America, Canada, the States, and Europe via Victoria.

The s.s. *President Taft* is due tomorrow with mail from U.S.A., Canada, Japan and Shanghai and the *Sicilia* should arrive on Friday with Straits letters and papers; while the s.s. *Khiva* (P. & O.) is due on Friday with the Home and Europe mail via Suez (letters and papers, London, September 3rd, and parcels August 27th). Due on Saturday is the s.s. *President Jackson* with mail from Canada, U.S.A., Japan and Shanghai and the s.s. *Arakura* with Japan mail.

The *Changte*, sailing to-day for Manila and Australian ports on her maiden trip will carry mail for these places. There are no less than five vessels leaving this week with mail for Home and Europe, as will be seen by the postal service table on page 12. Of these, two mails are via Marseilles, one via Vancouver, one via Victoria, B.C., and one via San Francisco. Two of these mails leave to-day.

Both the Taikoo and Kowloon Yards are busy despite the shipping slump. Many coastal shipping companies having taken advantage of the conditions prevailing to recondition and overhaul their vessels. At the Taikoo Yard, a new river steamer for the Hongkong, Canton and Macao Steamboat Company is very nearly completed and should be launched within the next month. At Kowloon, two new Star Ferries have been laid down, and these are of the improved Golden and Meridian Star class. They will be ready for service in from four to five months. The *Taiyuan*, sister ship to the *Changte*, is not likely to be ready until the latter end of November or December to go on the Hongkong-Australian run.

MOTHER DIES ON SONS' GRAVE.

On August 18th, an English woman, Mrs. Alice James, came to visit the cemetery of Douchy, near Mons, where her two sons, who were killed in the war, are buried. She was so overcome with emotion that she collapsed on their grave and died shortly afterwards.

CHINA COAST CHANGES.

The following are the latest changes on the China Coast:—

Mr. D. R. McAlpine, has signed off the *Yunnan* as first mate, and has gone first mate of the *Chungking*.
Mr. W. Forester, has signed off the *Chungking* as first mate, and has gone first mate of the *Yunnan*.
Mr. J. Burns, *Kim Sang*, has gone second engineer of the *Tuen Sang*.
Mr. J. A. 'Gow', has signed off the *Kim Sang* as third mate.

Mr. G. H. Hodgson, has signed off the *Hop Sang* as master, and has gone first mate of the *Kwoh Sang*.
Mr. C. A. Robertson, *Wo Sang*, has gone master of the *Yat Shing*.

Mr. J. S. Campbell, has signed off the *Kwang Tung* as supernumerary third engineer.

Mr. F. G. Gregg, *Tientsin*, has gone second mate of the *Nanning*.
Mr. Wm. Brewer, has signed off as master of the *Hydrangea*.

Mr. Edward Buehler, *Derwent*, has gone master of the *Hydrangea*.
Mr. Q. V. Praxelov, *Reine*, has gone first mate of the *Philadelphina*.

Mr. Amplane, *Cochinchine*, has gone first engineer of the *Philadelphina*.

Various officers of the *Taiyuan*, *Har-yang*, *Changsha* and *Lung Shing* have transferred to the *Changte*, the new vessel which sails to-day for Australia, via Manila for the Australian-Oriental Line (Messrs. G. S. Yuill & Co.), of Sydney.

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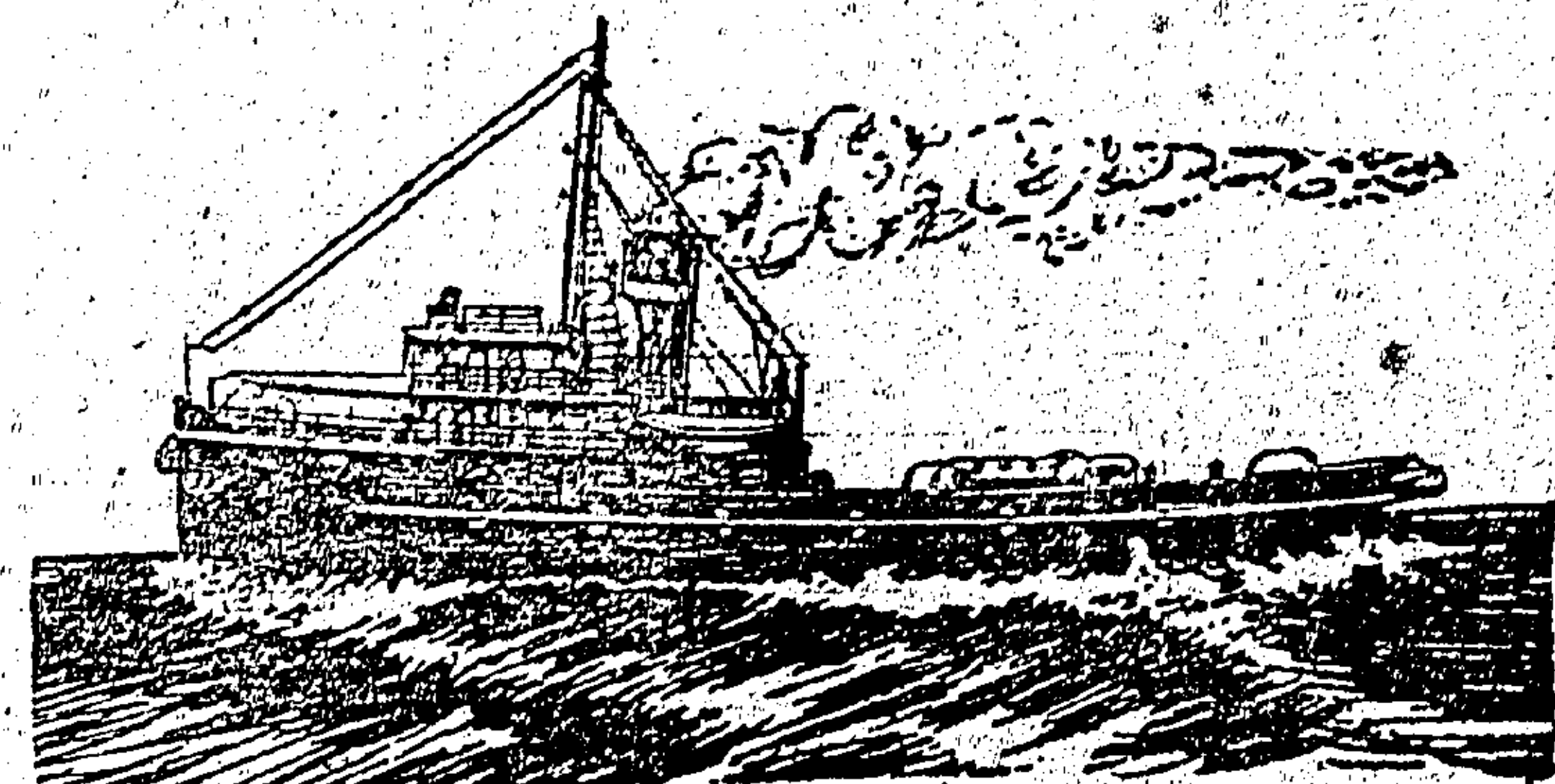
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SHIPPING NEWS

ARRIVALS.

September 28th.

Alita Maru, Japanese str., 2,316 tons, Capt. S. Fujimura, from Calcutta and Singapore, with general cargo and coal, lying at buoy No. 199.

British str., 2,271 tons, Capt. L. Peterson, from Barry and Sabang, with 6,700 tons of coal and coke, lying at buoy No. 121.

British str., 1,748 tons, Capt. Harding, from Nowehang, with a cargo, lying at buoy No. 114.

Japanese str., 3,173 tons, Capt. T. Miyazawa, from Miki, with a cargo of coal, lying at buoy No. 115.

Japanese str., 4,272 tons, Capt. I. Kawasaki, from Bombay and Singapore, with cotton and rattan, lying at buoy No. 161.

British str., 3,030 tons, Capt. W. A. Pitt, from Osaka and Agony, with 4,000 tons of general cargo, lying at buoy No. 115.

British str., 2,777 tons, Capt. S. Gleson, from Liverpool, which port she left on August 22nd, with 860 tons of general cargo, lying at buoy No. 115.

French str., 3,408 tons, Capt. Ponpony, from Shanghai, with a general cargo, lying at Kowloon wharf.

British str., 4,357 tons, Capt. J. McKenzie, from Hankow, lying at Wharfedale Bank Line.

French str., 15,104 tons, Capt. Desiral, from Marseilles via Saigon, with a general cargo, lying at buoy Kowloon wharf.

Japanese str., 6,306 tons, Capt. S. Hirata, from Yokohama and Shanghai, with a general cargo, lying at buoy No. 115.

American str., 3,341 tons, Capt. R. E. Carey, from Manila, with 101 tons of general cargo, lying at Kowloon wharf.

CLEARANCES.

September 29th.

British str., for Saigon.

British str., for Cebu.

British str., for Saigon.

British str., for Singapore.

British str., for Weihaiwei.

British str., for Hongkong.

British str., for Swatow.

British str., for Taku.

British str., for Swatow.

British str., for Whampoa.

British str., for Amoy.

British str., for Kobe.

British str., for Shanghai.

British str., for Chioo.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* which left Vancouver on September 17th, arrived at Yokohama on September 28th.

The R.M.S. *Empress of Russia* left Yokohama for Vancouver on September 28th, and is due there on October 5th.

The E. & A.S.S. *Arctica* left Moji for this port on September 28th, and is due here on October 2nd.

The P. & O. *Asia* left Singapore for this port on September 28th at noon, with the outward English mails, and is due here on October 2nd at about 11 p.m.

PASSENGERS.

ARRIVALS.

Per s.s. *President Madison*, on September 28th: Mr. H. A. Anderson, Miss D. Anderson, Miss S. J. Davis, Mr. D. P. Dunn, Captain and Mrs. C. S. Gilbert, Mr. G. McM. Godley, Mr. and Mrs. W. Hall, Miss M. Hoisington, Miss L. Holleman, Lieut. R. L. Mabon, Miss G. Tolle, Mr. R. Amparo, Mrs. J. S. Emens, Justice and Mrs. E. Finley Johnson, Mr. E. W. Mills, Mr. and Mrs. R. J. Tomlinson, Major A. P. Hitchens, Dr. and Mrs. L. Lopez-Rizal, Dr. C. Manalang, Dr. O. Scholle, Dr. A. B. M. Sison, Mr. and Mrs. H. Van Brunt, Mr. J. S. C. Elkington, Major H. F. Smith, Mr. M. O. Adams, Mr. and Mrs. R. L. Bacon, Mr. and Mrs. H. M. Hodges, Miss A. Montgomery, Mr. and Mrs. J. L. Patty and daughter.

Per s.s. *D'Armaghan*, on September 28th: Mr. A. Barreto, Mr. and Mrs. A. dos Santos, Mr. de A. Jones, Mr. A. de Oliveira, Mrs. A. Scalis and daughter, Mr. Decarac, Mrs. E. Gal, Mr. Fernando, Mr. G. Guerin, Mr. L. Hermier, Mrs. Hana, Mr. and Mrs. Hoops, Mr. Schijo, Mr. Jose, Mr. M. J. Puitado, Mr. J. Pita, Mr. J. de Avelar, Mr. Jouvelet, Mr. and Mrs. L. Bonnaire, Mr. and Mrs. Batzberger, Mr. Schipper, Miss Snave, Mr. L. Teenam and Mr. J. Webster.

DEPARTURES.

Per s.s. *President Polk*, on September 28th: Rev. C. C. Crisler, Mr. C. P. Cruz, Mr. A. Buchanan, Dr. H. Darby, Miss E. Dawson, Miss M. Decker, Mr. V. S. Giles, Mrs. V. Golden and two daughters, Prof. F. Gings, Miss G. Harwich, Mrs. L. C. Hartigan, Mr. and Mrs. S. C. Harlow, Mr. B. Kyburz, Miss L. Kyburz, Mr. J. Kyburz, Mr. C. Loren, Mrs. G. D. Mahon, Miss W. E. Mann, Mrs. G. M. Jannett, Mr. and Mrs. R. W. Miller, Mrs. E. and Mrs. R. W. E. Murphy, Mrs. L. Mulhern, Mrs. A. Schick and child, E. Muzzall, Mrs. A. Sweet, Mrs. Mrs. L. A. Sweet, Miss A. Sweet, Mrs. H. J. Scholtes, Mr. and Mrs. J. H. Summersett and five children, Mrs. T. H. Winters, Mr. A. T. Ennis, Mr. T. F. Gay, Mrs. E. S. Maury, Mr. and Mrs. W. D. Wisell, Mr. D. J. Carmichael, Mr. and Mrs. H. G. Weisbecker and daughter, Mr. and Mrs. B. Bazita and daughter, Miss R. Bell, Rev. and Mrs. O. M. Buck and two daughters, Mr. and Mrs. C. Manshardt, Mr. and Mrs. J. E. Drawett, Mr. H. A. Goetz, Mr. and Mrs. W. E. Mount, Mr. J. B. Mount, Com. T. P. Biddle, Mrs. A. T. Klingon, Miss F. Mussett, Mr. and Mrs. A. G. Vermich, Mr. and Mrs. S. Wright, Mrs. B. Ziegler, Miss G. West, Miss K. Benade, Mrs. O. A. Craft, Miss L. Schmitt, Mr. M. Crews, Dr. and Mrs. F. White and daughter, Mr. and Mrs. W. G. Ranney, Mr. E. Hamby, Mr. J. Eberle, Mr. V. Jones, Mr. F. Rosenfield, Mr. D. Emison, Mr. F. Shenal, Mr. F. Tabo, Mr. A. Burns, Mr. B. McCleary, Mr. G. P. Horder, Mrs. A. Weber, Miss M. Weber, Mrs. L. N. Erdman and Mr. and Mrs. J. E. Brownrigg.

PASSENGERS EXPECTED.

Per P. & O. s.s. *Asia*, due on Friday: Mrs. W. C. Bird, Miss M. E. Bird, Mr. E. C. O. Bird, Mr. A. E. Banks, Mr. W. F. Culver, Miss J. Colvill, Mr. W. Cook, Mr. and Mrs. W. R. Dedear and child, Mr. and Mrs. Dreyfus and two children, Lieut. C. B. Elbow, R.N., Mr. and Mrs. T. J. Falla and two children, Miss Falla, Cdr. J. V. P. Fitzgerald, Lieut. E. B. Franks, Mr. J. K. Gwinell, Mr. J. W. L. Grant, Mrs. Grant, Mr. J. W. Hudson, Lt. E. P. Hinton, Mr. E. W. H. James, Mr. and Mrs. D. MacDonald, Pay-Dr. Dr. H. Nelson, Mr. Dudley Owen, Mr. E. Paterson, Lieut. H. C. M. Purdon, R.N., Mr. P. W. Southern, Mr. W. Waddington.

HONGKONG TIDE TABLE

From Sept. 30th to Oct. 6th, 1923.

Day	Week	Day of Month	HIGH WATER		LOW WATER	
			H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	30	1	h. m.	ft. in.	h. m.	ft. in.
Thurs.	1	1	8 43	5 7	2 22	1 1
Fri.	2	1	9 28	6 0	3 03	1 7
Satur.	3	1	9 18	7 2	2 51	2 5
Sun.	4	1	9 45	6 3	3 34	2 0
Mon.	5	1	10 14	7 0	3 38	2 2
Tues.	6	1	10 14	6 6	4 7	2 3
		2	10 51	6 5	4 22	2 0
		3	10 43	6 7	4 39	2 0
		4	11 39	6 9	5 10	2 2
		5	11 11	6 9	5 19	2 2
		6	0 29	5 5	6 0	2 1
		7	11 36	6 7	5 36	2 6

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STEAMSHIP	H'kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
EMPRESS OF AUSTRALIA	Oct. 2	Oct. 5	Oct. 7	Oct. 10	Oct. 21
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 7	Nov. 16
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 31	Feb. 8
EMPRESS OF RUSSIA	Feb. 6	Feb. 9	Feb. 11	Feb. 14	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 28	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 28	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 25	May 3
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 9	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 23	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 6	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 20	June 28
EMPRESS OF ASIA	June 25	June 28	July 1	July 4	July 12

(E. Asia and E. Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	Oct. 10	Oct. 12
Oct. 21	Oct. 23	Oct. 24	Oct. 26
Nov. 4	Nov. 6	Nov. 7	Nov. 9

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SHIZUOKA MARU ... Friday, 2nd Oct. at 11 a.m.

YOKOHAMA MARU ... Wednesday, 28th Oct.

MAREUILLES, LONDON & ANTWERP via Singapore & Ports.

HAKONE MARU ... Wednesday, 30th Sept. at 11 a.m.

YUVA MARU ... Saturday, 10th Oct. at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

DUBRAU MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Nov.

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LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Wednesday, 9th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Tuesday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

DEKAGAWA MARU ... Saturday, 3rd Oct.

TOKUSHIMA MARU (Moji direct) ... Tuesday, 6th Oct.

HAKUSAN MARU ... Tuesday, 6th Oct.

KITANO MARU ... Wednesday, 20th Oct.

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s.s. "ZOSMA" ... 2nd Oct. 1925

s.s. "OOSTERK" ... Beginning of Nov.

ARRIVALS FROM EUROPE:

s.s. "OOSTERK" ... 18th Oct. 1925

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STEAM NAVIGATION COMPANY, LIMITED

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SHANGHAI	via SWATOW	"TAKSANG"	Thursday, 1st Oct. at 7 a.m.
TIENSIN	via SHANGHAI	"TAUSANG"	Friday, 2nd Oct. at 7 a.m.
STRAITS & CALCUTTA	via SHANGHAI	"TAUSANG"	Saturday, 3rd Oct. at 3 p.m.
TIENSIN	via SHANGHAI	"CHEONGSHING"	Wednesday, 7th Oct. at Noon
KOBE via MOJI	via SHANGHAI	"NAMSANG"	Monday, 12th Oct. at Noon
STRAITS & CALCUTTA	via SHANGHAI	"HOSANG"	Monday, 12th Oct. at 3 p.m.
STRAITS & CALCUTTA	via SHANGHAI	"KUMSANG"	Saturday, 17th Oct. at 3 p.m.

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"CARMARTHENSIRE"	15th Oct.	"GLENAMOY"	1st Oct.	London, Rotterdam & Hamburg.
"GLENAMOY"	1st Nov.	"GLENAMOY"	1st Nov.	London, Rotterdam & Hamburg.
"CARMARTHENSIRE"	12th "	"GLENAMOY"	12th "	London, Rotterdam & Hamburg.
"GLENAMOY"	12th "	"GLENAMOY"	12th "	London, Rotterdam & Hamburg.
"GLENAMOY"	25th "	"GLENAMOY"	25th "	London, Rotterdam & Hamburg.
"GLENAMOY"	25th "	"GLENAMOY"	25th "	London, Rotterdam & Hamburg.
"GLENAMOY"	13th Dec.	"GLENAMOY"	13th Dec.	London, Rotterdam & Hamburg.
"GLENAMOY"	24th "	"GLENAMOY"	24th "	London, Rotterdam & Hamburg.

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"PRALZ"	10th October	14th October, 1925
"TRIER"	14th November	14th November, "
"SAARBREUCKEN"	7th December	12th December, "
"COBLENZ"	5th December	12th January, 1926
"ANHALT"	2nd January	7th February, "
"FULDA"	30th January	7th March, "
"DERFFLINGER"	27th February	4th April, "
"TRIER"	27th March	1st May, "
"SAARBREUCKEN"	24th April	25th May, "

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"WALTON HALL"	via Suez Canal	7th October

BOSTON NEW YORK
AMERICAN & ORIENTAL LINE

"FORRESBANK"	via Suez Canal	1st November
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UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

"CITY OF CAMBRIDGE"	via Suez Canal	27th September
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FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

"SURAT"	via Suez Canal	Middle November
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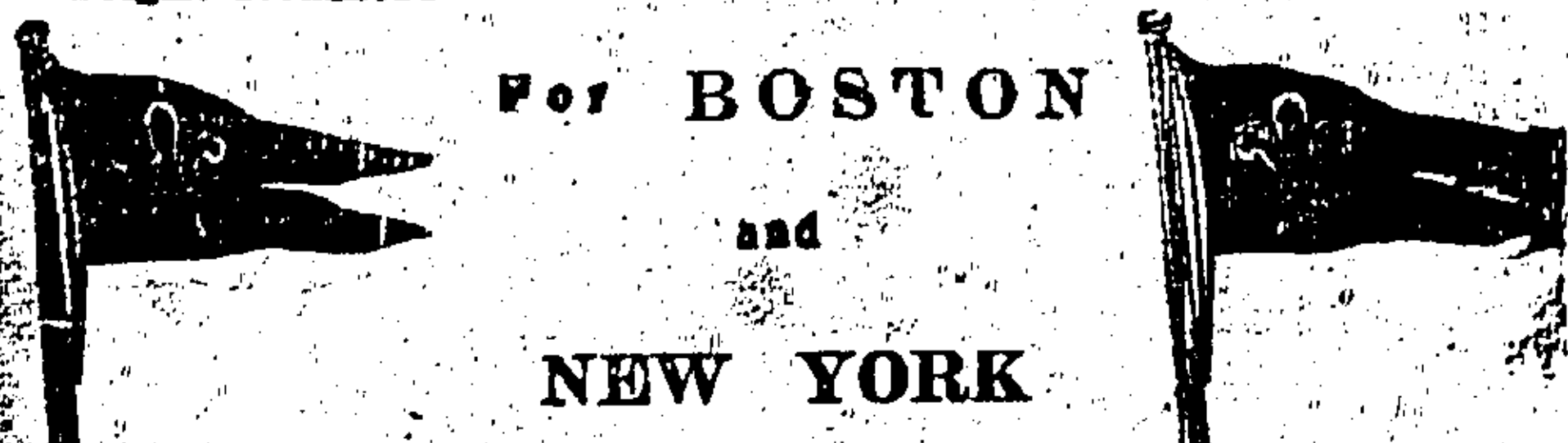
"WALTON HALL"	via Suez Canal	7th Oct.
"EURLVLOHUS"	via Suez Canal	19th Oct.
"LANGTON HALL"	via Suez Canal	25th Oct.
"PYRRHUS"	via Suez Canal	19th Nov.

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(Under Contract with H.M. Government.)

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"BOUDAN"	6,896	14th Oct.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"KHIVA"	8,813	19th Oct.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,136	21st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,903	14th Nov.	Marseilles & London.
"KASHMIR"	9,144	16th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	9,935	10th Dec.	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	13th Dec.	Marseilles & London.
"KASHGAR"	9,005	26th Dec.	Mars, London & Antwerp.
"MACEDONIA"	11,089	1928	Marseilles & London.
"KEYBER"	9,114	23rd Jan.	Marseilles, London & A'werp.
"DELTA"	9,097	14th Feb.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	6th Feb.	Marseilles & London.
"KARMALA"	8,089	20th Feb.	Mars, L'don. & A'werp.
"MANTUA"	10,903	6th Mar.	Marseilles & London.
"KHIVA"	9,135	24th Mar.	Mars, L'don. & A'werp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, P'raus, Smyrna, and other Levant Ports by steamers of the Khidival Mail Steamship Co.

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"TILAWA"	10,006	30th Sept. 1 p.m.	S'pore, Penang, Rangoon & Calcutta.
"TALAMBA"	8,018	9th Oct.	Singapore, Penang & Calcutta.
"TALMA"	10,000	26th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,800	6th Oct., 10 a.m.	Mantua, Sandakan, Thursday
"ST. ALBANS"	4,800	10th Nov.	Manila, Sandakan, Thursday
"PANDA"	4,800	2nd Dec.	Manila, Sandakan, Thursday
"ARAFURA"	6,800	2nd Dec.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,800	3rd Mar.	Manila, Sandakan, Thursday
"PANDA"	4,800	3rd Mar.	Manila, Sandakan, Thursday

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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama, Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHIVA"	9,135	3rd Oct., Noon	Shanghai, Moji & Kobe
"SIOHIA"	8,813	3rd Oct., D.L.	Shanghai & Kobe
"ST. ALBANS"	4,800	10th Oct.	Moji, Kobe & Yokohama
"GARHETA"	5,387	10th Oct.	Shanghai, Moji, Kobe & Osaka
"MANTUA"	10,903	17th Oct.	Shanghai, Moji & Kobe
"KASHGAR"	9,144	18th Oct.	do.
"TANDA"	10,911	7th Nov.	Moji, Kobe & Yokohama
"MORSA"	10,911	14th Nov.	Shanghai, Moji & Kobe
"KASHMIR"	9,935	14th Nov.	Shanghai, Moji & Kobe
"KASHGAR"	9,005	26th Nov.	do.
"BOUDAN"	6,896	26th Nov.	Shanghai, Moji & Kobe
"MAUDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe
"ARAFURA"	6,800	13th Dec.	Moji, Kobe & Yokohama
"KEYBER"	9,114	26th Dec.	Shanghai Moji & Kobe
"MALWA"	10,941	6th Jan.	Shanghai, Moji & Kobe
"DELTA"	9,097	14th Jan.	Shanghai & Kobe
"ST. ALBANS"	4,800	6th Jan.	Moji, Kobe & Yokohama
"KARMALA"	9,136	20th Jan.	Shanghai, Moji & Kobe
"MANTUA"	10,903	6th Feb.	Shanghai & Kobe
"KASHMIR"	9,935	6th Feb.	Moji, Kobe & Yokohama
"TANDA"	10,911	20th Feb.	Shanghai, Moji & Kobe
"KHIVA"	9,135	6th Mar.	do.
"MOREA"	10,911	6th Mar.	do.

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LIMITED.**

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SWATOW & SHANGHAI	"LINAN"	On 30th Sept.	D.L.
HAIPHONG	"PAKHAI"	On 1st Oct.	10 a.m.
HOIHOW & SINGAPORE	"CHITUNG"	On 2nd Oct.	11 a.m.
AMOY & SHANGHAI	"LIANGHONG"	On 2nd Oct.	4 p.m.
BANGKOK	"KATON"	On 3rd Oct.	4 p.m.
HAIPHONG	"CHENGTO"	On 4th Oct.	10 a.m.

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\$66.

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S.S. "ROSANDRA"	Sails 10th Oct.
S.S. "SILVIO PELLICO"	Sails 12th Oct.
S.S. "NIPPON"	Sails 10th Nov.
S.S. "PERSIA"	Sails 12th Nov.
S.S. "VIMINALE"	Sails 10th Dec.

HOMeward FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSA D'OSTA"	Sails 25th Sept.
S.S. "ROSANDRA"	Sails 31st Oct.
S.S. "NIPPON"	Sails 1st Dec.
S.S. "VIMINALE"	Sails 31st Dec.

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PORTHOS	13th Oct.	"
D'ARTAGNAN	27th Oct.	"
MEKOR	10th Nov.	"
ANGERS	24th Nov.	"
ANDRE LEBON	8th Dec.	"

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